2000-01 ACCESSORIES/SAFETY EQUIPMENT

Mercedes-Benz - Air Bag Restraint Systems

DESCRIPTION & OPERATION

NOTE: The following 2000 information represents the latest information available at time of publication and may be useful in diagnosing 2001 vehicles. 2001 wiring diagrams have been included at the end of this article.

WARNING: Accidental air bag deployment is possible. Personal injury may result. Read and follow all WARNINGS and AIR BAG SAFETY PRECAUTIONS before working on air bag system or related components.

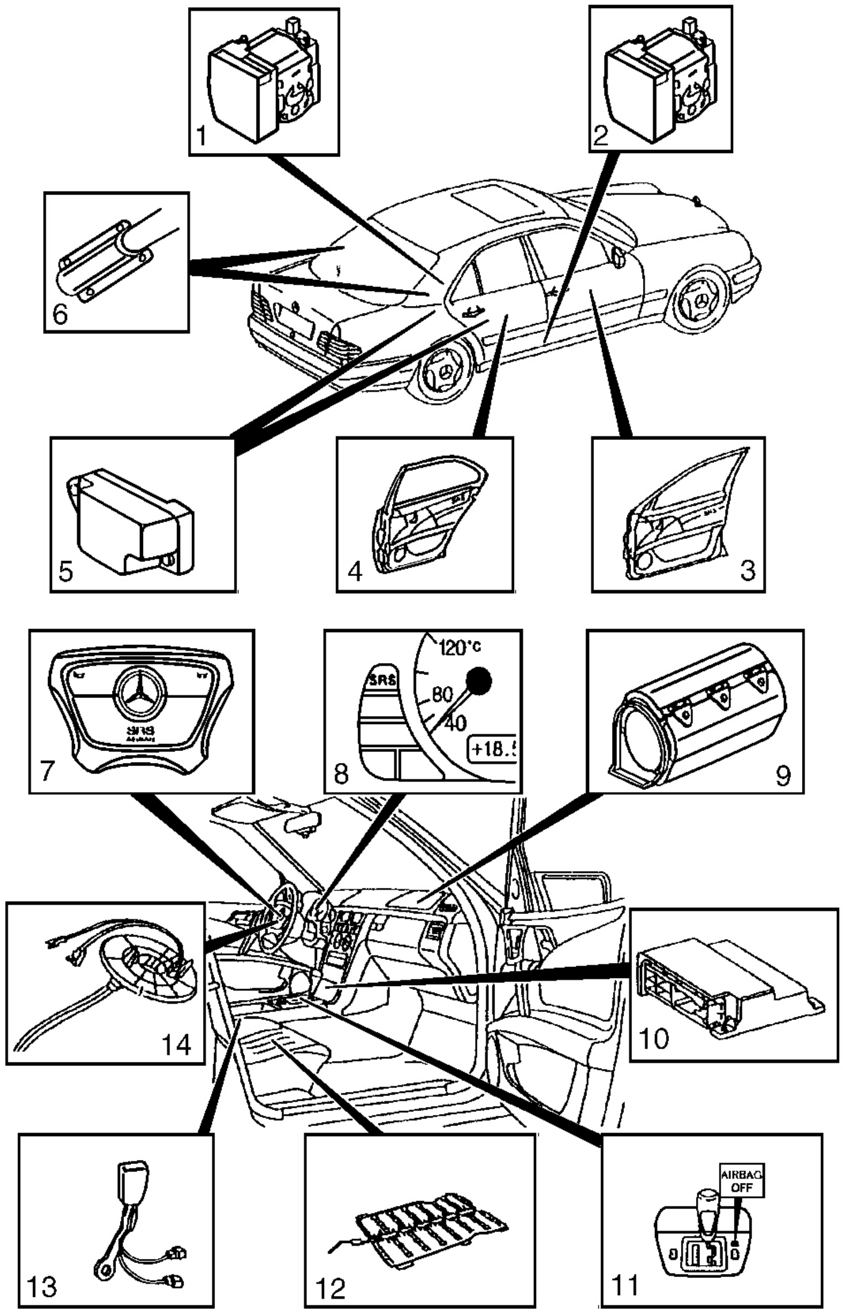
All models are equipped with Supplemental Restraint System (SRS). The main components of SRS are driver-side air bag module, passenger-side air bag module, side air bag modules (located in doors), SRS control module, side air bag sensors, SRS warning light, driver knee bolster, passenger knee bolster, and Emergency Tensioning Retractor (ETR) seat belt assembly. Additionally, some vehicles may be equipped with head impact (curtain type) air bags (located around door windows behind door frame trims).

Both SRS and ETR are electronically activated by a single control module. There are 2 thresholds which must be exceeded to trigger an ETR action, air bag deployment, or both. If a moderately severe frontal collision occurs exceeding first triggering threshold where protection from safety belt is sufficient, only Emergency Tensioning Retractor (ETR) is activated if safety belt is buckled. If a moderately severe frontal collision occurs exceeding first triggering threshold where protection from safety belt is sufficient, but safety belt is not buckled, air bag is deployed and ETR is not activated.

If a severe frontal collision occurs exceeding second triggering threshold where protection from safety belt is insufficient, air bag is deployed. ETR is activated if safety belt is buckled. If safety belt is not buckled, ETR is not activated when second triggering threshold is reached. Passenger air bag will deploy even if passenger seat is not occupied when a triggering threshold is exceeded. If during a severe frontal collision the power supply is interrupted, the driver and passenger air bag can still be deployed, but ETR cannot be activated.

The side air bag on the driver-side deploys whenever the driver-side air bag module is deployed and when there is a substantial side impact crash. The air bag on the passenger-side will activate only when a sensor (Occupied Seat Recognition Sensor) in the passenger seat sends a signal to the SRS control module that the passenger-side seat is occupied. During a collision, the side air bag will then deploy.

COMPONENT LOCATIONS



1. Right Rear ETR Squib
2. Right Front ETR Squib
3. Right Front Side Air Bag Squib
4. Right Rear Side Air Bag Squib
5. Right & Left Side Air Bag Sensor
6. Right & Left Window
9. Passenger-Side Air Bag Squib
10. SRS Control Unit
11. Automatic Child Seat Recognition Light
12. Front Passenger Seat Occupied Recognition With Automatic Child Seat Recognition (ASCR)

Fig. 1: Locating Restraint System Components (2000 E Class Shown; Others Are Similar)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

SERVICING

SRS AIR BAG label on driver-side door latch post indicates SRS replacement date for driver and passenger air bag units. All SRS components must be thoroughly inspected, including wiring harness. Before component replacement, check for SRS fault codes by performing system operation check. See **SYSTEM OPERATION CHECK** . SRS service life is 10 years from manufactured date, or 10 years from SRS replacement date after accident related repairs are completed.

SYSTEM OPERATION CHECK

SRS warning light indicates air bag and Emergency Tensioning Retractor (ETR) system readiness. Turn ignition on. SRS warning light will illuminate, then turn off after approximately 4-20 seconds indicating system is functioning properly. If SRS warning light does not illuminate, illuminates while driving or is continuously illuminated, there is a system fault. Repair malfunctioning system. See **DIAGNOSTICS** .

AIR BAG SAFETY PRECAUTIONS

Observe following precautions when working with air bag systems:

- When working around steering column components and before any repairs are performed, disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** .
- Before straightening any damage to body, or before performing electrical arc-welding, disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** .
- Always wear safety glasses and gloves when handling a deployed air bag module. Air bag module may contain sodium hydroxide deposits which are irritating to the skin.
- DO NOT repair any portion of SRS wiring harness.
- Always handle air bag module with trim cover away from your body. Always place air bag module on workbench with trim cover up, away from loose objects.
- DO NOT expose any SRS component to temperatures in excess of 212 F (100 C).
- DO NOT expose any SRS component to cleaning agents such as solvents, gasoline, lye, etc.
- DO NOT connect Hand-Held Tester (6511 0001 99) to Data Link Connector (DLC) with ignition on. Damage to HHT may result.
- DO NOT connect HHT (6511 0001 99) to vehicle if a battery charger is connected to vehicle battery. Damage to HHT may result.

ADJUSTMENTS

If fixing screws were not used during clockspring removal or clockspring was rotated during removal, turn clockspring clockwise until resistance is detectable. Turn clockspring counterclockwise 2-2.5 turns until fixing screws can be unscrewed holding clockspring in this position.

DISABLING & ACTIVATING AIR BAG SYSTEM

DISABLING SYSTEM

CAUTION: On CL500, open doors before disconnecting battery. Opening doors allows windows to automatically lower thus preventing roof seal damage.

Before proceeding, see **AIR BAG SAFETY PRECAUTIONS** . Record radio presets and obtain anti-theft code. Turn ignition switch to OFF position and remove ignition key. If welding on vehicle, disconnect negative battery cable and disconnect air bag control module.

ACTIVATING SYSTEM

Ensure ignition is off. Reconnect air bag system components (if disconnected). Reconnect negative battery cable. Perform See **SYSTEM OPERATION CHECK** .

DISPOSAL PROCEDURES

WARNING: An undeployed air bag module or ETR should never be disposed of without first being deployed. See SCRAPPED VEHICLE . If deployment is not possible, contact vehicle manufacturer for further instructions.

Several situations may arise requiring some form of disposal action, including:

- Scrapping a vehicle containing a deployed air bag module and-or ETR.
- Scrapping a vehicle with a live air bag module and-or ETR.
- Disposal of a live but electrically faulty air bag module and-or ETR.
- Disposal of a deployed air bag module and-or ETR.

DEPLOYED AIR BAG OR ETR

Deployed air bag module and-or ETR unit can be thrown away. None of its components are reusable. Deployed air bag module is NOT classified as hazardous material.

SCRAPPED VEHICLE

WARNING: An undeployed air bag module and-or ETR seat belt CANNOT be disposed of without first being deployed. If this is not possible through procedures outlined below, contact vehicle manufacturer for further instructions. Perform remote deployment outdoors. Keep personnel at least 20 feet away.

1. Before proceeding, follow service precautions. See **AIR BAG SAFETY PRECAUTIONS** . Move vehicle outdoors to a remote area, away from workshop and other personnel. Disconnect and shield negative battery cable. Open all vehicle windows and doors.
2. Ensure air bag module is secured to steering wheel, and passenger air bag is secured to dash. Ensure ETR seat belt assemblies are secured to "B" pillars and all seat belt buckles are latched. Remove loose objects

from front seat. DO NOT allow anyone inside vehicle.

3. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Connect Trigger Device (126-589-00-90-00) and Adapter Cable (126 589 21 63 00) to SRS system connector (X29-9) located at passenger footwell area. Move away from vehicle as far as trigger device wiring will allow.
4. To deploy driver air bag and ETR, turn rotary knob on trigger device to position No. 1. Push battery check push button and ignition push button simultaneously. Trigger light should illuminate indicating driver air bag and ETR deployed. If trigger light is illuminated and driver air bag and-or ETR did not deploy, driver air bag module and-or ETR is faulty. See **UNDEPLOYED AIR BAG-ETR** .
5. To deploy passenger air bag detonator No. 1, turn rotary knob on trigger device to position No. 2. Push battery check push button and ignition push button simultaneously. Trigger light should illuminate indicating passenger air bag detonator No. 1 deployed. If trigger light is illuminated and passenger air bag detonator No. 1 did not deploy, passenger air bag module is faulty. See **UNDEPLOYED AIR BAG-ETR** .
6. To deploy passenger air bag detonator No. 2, turn rotary knob on trigger device to position No. 3. Push battery check push button and ignition push button simultaneously. Trigger light should illuminate indicating passenger air bag detonator No. 2 deployed. If trigger light is illuminated and passenger air bag detonator No. 2 did not deploy, passenger air bag module is faulty. See **UNDEPLOYED AIR BAG-ETR** .

UNDEPLOYED AIR BAG-ETR

After deploying procedures and-or diagnostic testing have confirmed air bag module and-or ETR is undeployable, contact vehicle manufacturer for proper disposal instructions.

POST-COLLISION INSPECTION

When a vehicle has been involved in a collision, certain components of the passive restraint system must be inspected or replaced. See **AIR BAG/SRS COMPONENT INSPECTION & REPLACEMENT TABLES** article in the GENERAL INFORMATION section.

REMOVAL & INSTALLATION

WARNING: **Accidental air bag deployment is possible. Personal injury may result. Read and follow all WARNINGS and AIR BAG SAFETY PRECAUTIONS before working on air bag system or related components.**

CLOCKSPRING ASSEMBLY

Removal & Installation

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** .
2. Remove driver air bag module. See **DRIVER-SIDE AIR BAG MODULE** . Remove steering wheel bolt. Using a puller, remove steering wheel. Disconnect lower clockspring connector. Turn 2 fixing screws (locating on clockspring) counterclockwise until clockspring cannot be rotated. Remove clockspring mounting screws as necessary. Disconnect all necessary electrical connectors. Remove clockspring

assembly. To install, reverse removal procedure. Activate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

CONTROL MODULE

Removal & Installation (C Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove shift lever cover bezel. Lift shift lever cover enough to disconnect electrical connector. Remove shift lever cover.
2. Remove storage compartment mounting screws from center console. Remove storage compartment. Remove ashtray. Disconnect electrical connectors as necessary. Disconnect SRS control module electrical connector. Remove SRS control module mounting bolts. Remove SRS control module.
3. To install, reverse removal procedure. Ensure SRS control module arrow points to front of vehicle. Set parameters and program new SRS control module with Hand-Held Tester (965 589 00 01 00). Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (E Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove gear shift cover panel. Remove ashtray and ashtray housing at front of console. Remove radio (if necessary).
2. Remove center console right side cover screws and right side cover. Disconnect electrical connector for control module. Remove 2 control module mounting screws. Remove control module.
3. To install, reverse removal procedure. Ensure SRS control module arrow points to front of vehicle. Set parameters and program new SRS control module with Hand-Held Tester (965 589 00 01 00). Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (S Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove radio. Remove ashtray. Remove wooden surround for ashtray. Remove shift lever cover mounting screws. Push shift lever cover toward rear of vehicle and remove in an upward direction.
2. Remove center console cover screws. Remove center console cover by pulling from bottom in an upward direction. When removing covers, disconnect electrical connectors as necessary. Disconnect SRS control module electrical connector. Remove SRS control module.
3. To install, reverse removal procedure. Ensure SRS control module arrow points to front of vehicle. Set parameters and program new SRS control module with Hand-Held Tester (965 589 00 01 00). Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (SL Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove radio. Push up and pull out heater control panel. Unplug 2 connectors. Remove screw in middle of storage tray.
2. Bend up at top corners and lift out storage tray. Remove screws below storage tray. Lift wood trim panel at rear, pull down and out of catches. Unplug switch connectors and remove wood trim panel. Unplug connectors at control module and remove Torx mounting screws. Remove control module.
3. To install, reverse removal procedure. Ensure SRS control module arrow points to front of vehicle. Set parameters and program new SRS control module with Hand-Held Tester (965 589 00 01 00). Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (CLK & SLK)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove cover on center console. Remove cover on shift lever. Remove ash tray housing with storage compartment at front of center console. Unplug connectors at control module and remove Torx mounting screws. Remove control module.
2. To install, reverse removal procedure. Ensure SRS control module arrow points to front of vehicle. Set parameters and program new SRS control module with Hand-Held Tester (965 589 00 01 00). Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

DRIVER-SIDE AIR BAG MODULE

NOTE: **Air bag module and steering wheel must be replaced following a collision in which air bag was deployed.**

Removal & Installation

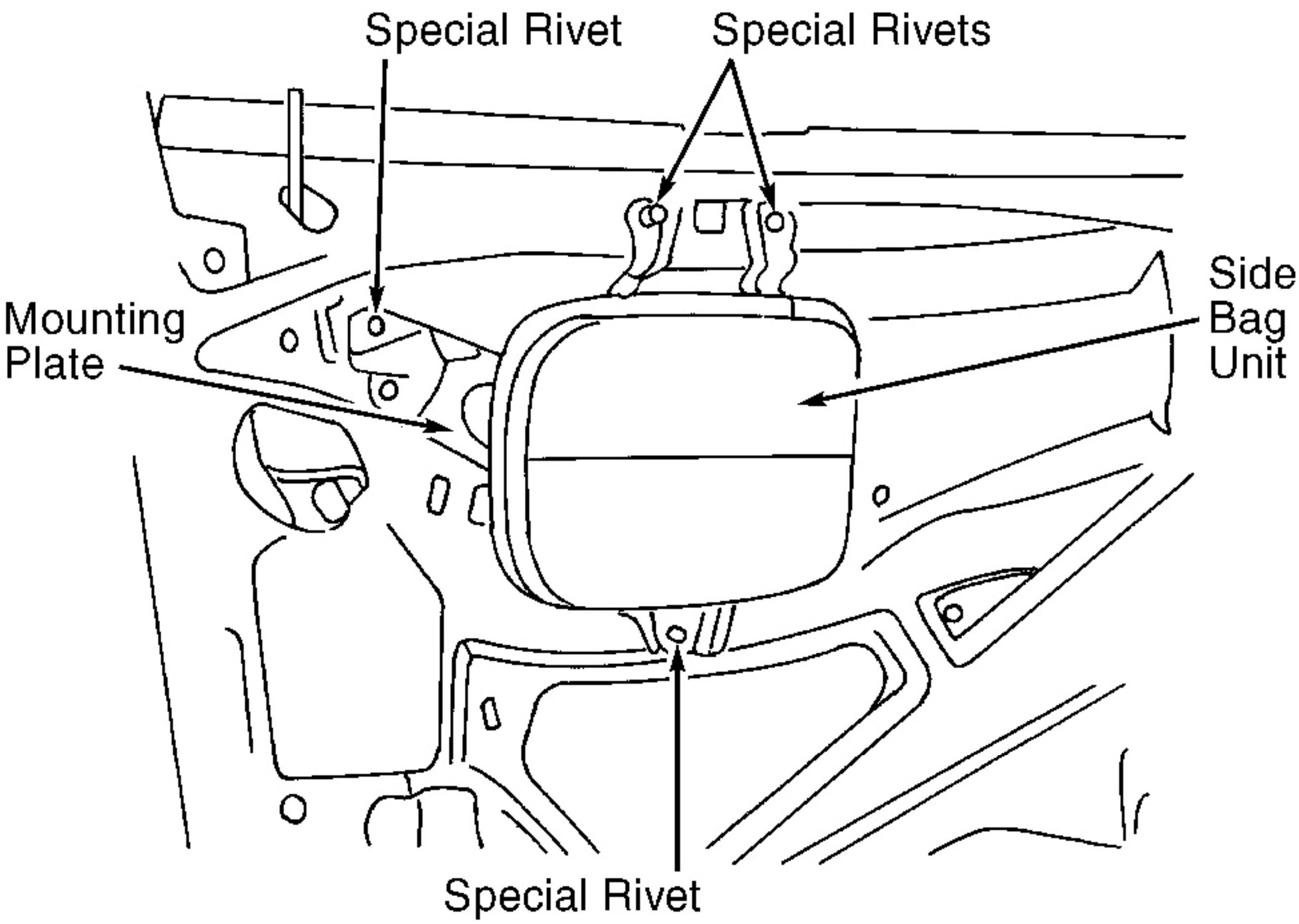
1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove 2 Torx screws from rear of steering wheel. Lift off air bag module enough to unplug connector from rear of module. Place module away from work area, with pad facing upward.
2. To install, reverse removal procedure. Tighten Torx screws to specification. See **TORQUE SPECIFICATIONS** . Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

SIDE AIR BAG UNIT (DRIVER-SIDE & PASSENGER-SIDE)

Removal & Installation

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Drill out rivets at retaining plate of side air bag unit. Pull air bag unit out of door. Disconnect connector at driver-side air bag squib. Remove unit from vehicle. See **Fig. 2** .

2. To install, connect connector so that connector audibly clicks when connector engages. Install unit in door trim panel and rivet using only special rivets (Part No. 003 990 0097). Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .


Special Rivet
Special Rivets
Side
Bag
Unit
Mounting
Plate
Special Rivet

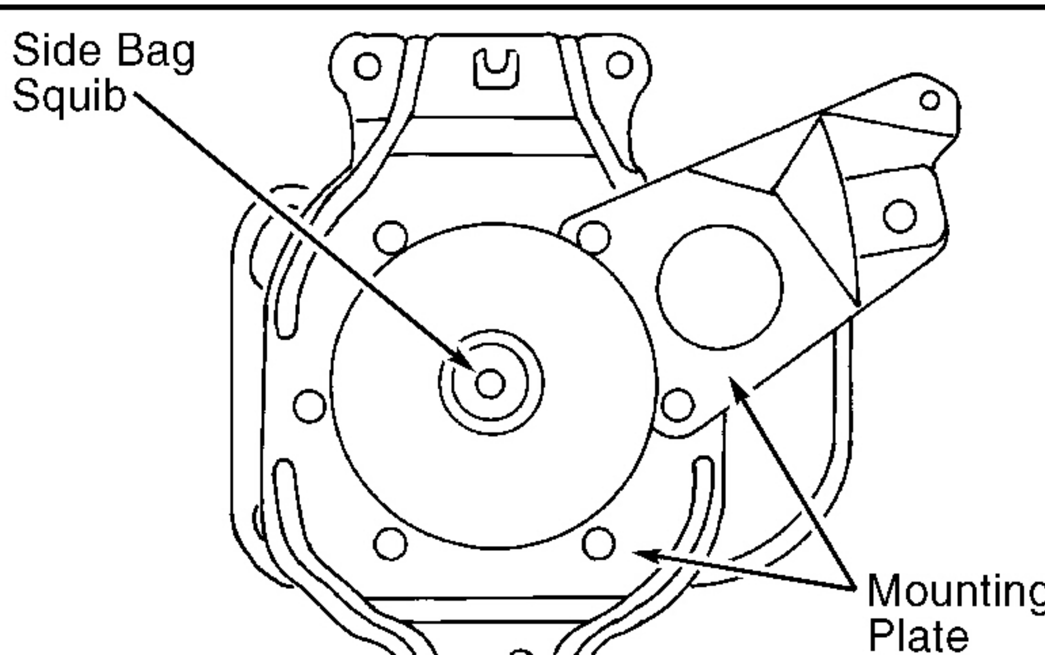
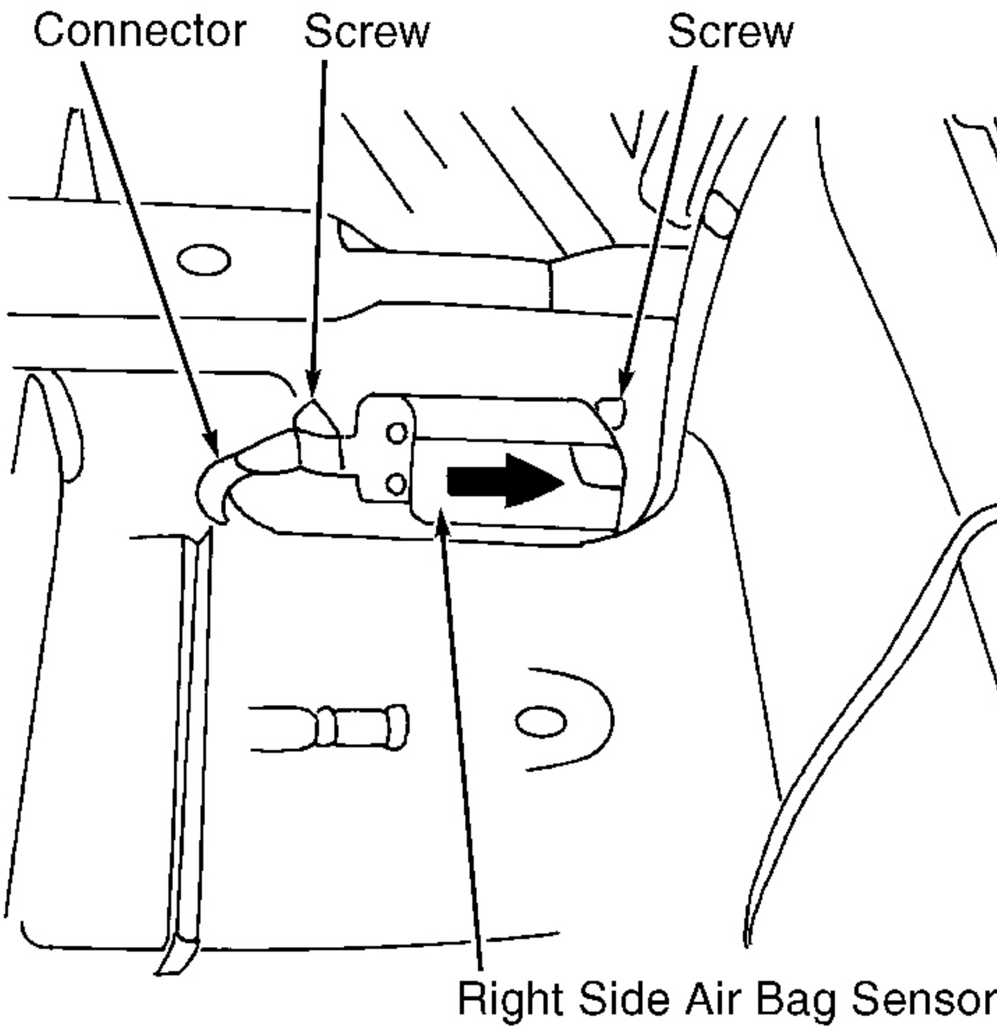

Side Bag
Squib
Mounting
Plate

Fig. 2: Removing Side Air Bag Unit (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

SIDE AIR BAG SENSOR (DRIVER-SIDE & PASSENGER-SIDE)

Removal & Installation

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. On SLK 230, remove door sill moulding. On all models, remove front seat. Fold floor covering in area toward rear. Unclip connector on side bag sensor. Remove 2 mounting screws. Remove sensor from vehicle.
2. To install, reverse removal procedure. Ensure that arrow on sensor points toward outside. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .


Connector
Screw
Screw
Right Side Air Bag Sensor

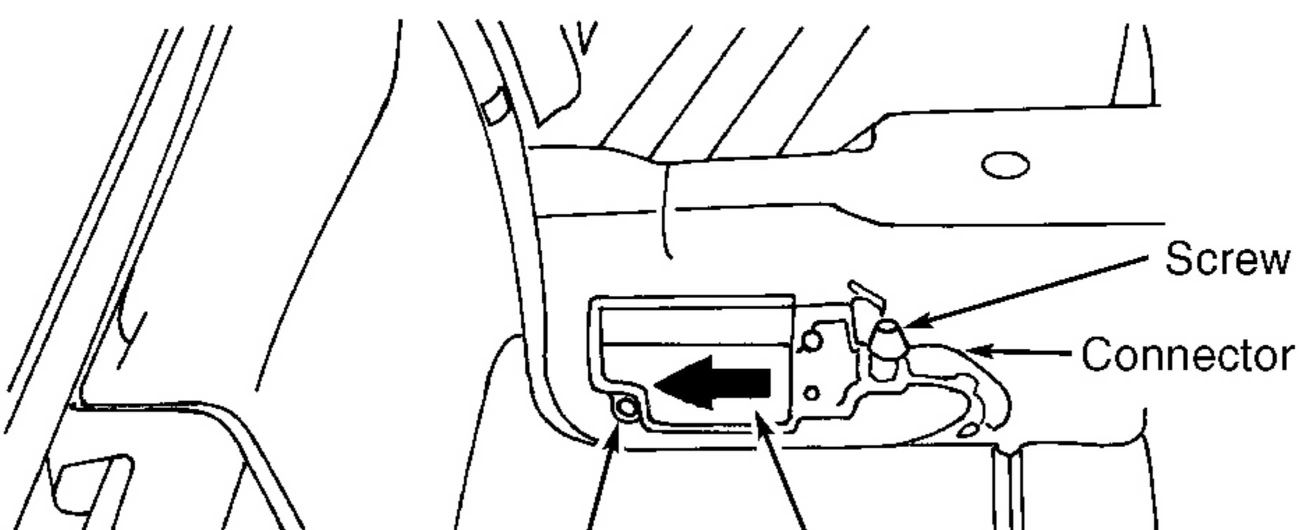

Screw
Connector

Fig. 3: Removing Side Air Bag Sensor (2000 E Class Shown; Others Are Similar)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

OCCUPIED SEAT RECOGNITION SENSOR

Removal & Installation

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** .
2. Remove cover on front seat cushion. Remove ignition key. Unclip connection for occupied seat recognition sensor on seat connector block. Remove electrical connection lead from seat and pull upward out of rubberized fiber matting. See **Fig. 4** .
3. To install, lay out occupied seat recognition sensor uniformly on rubberized fiber matting. Fabric side should point upward. Do not kink occupied seat sensor. Reverse removal procedure. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

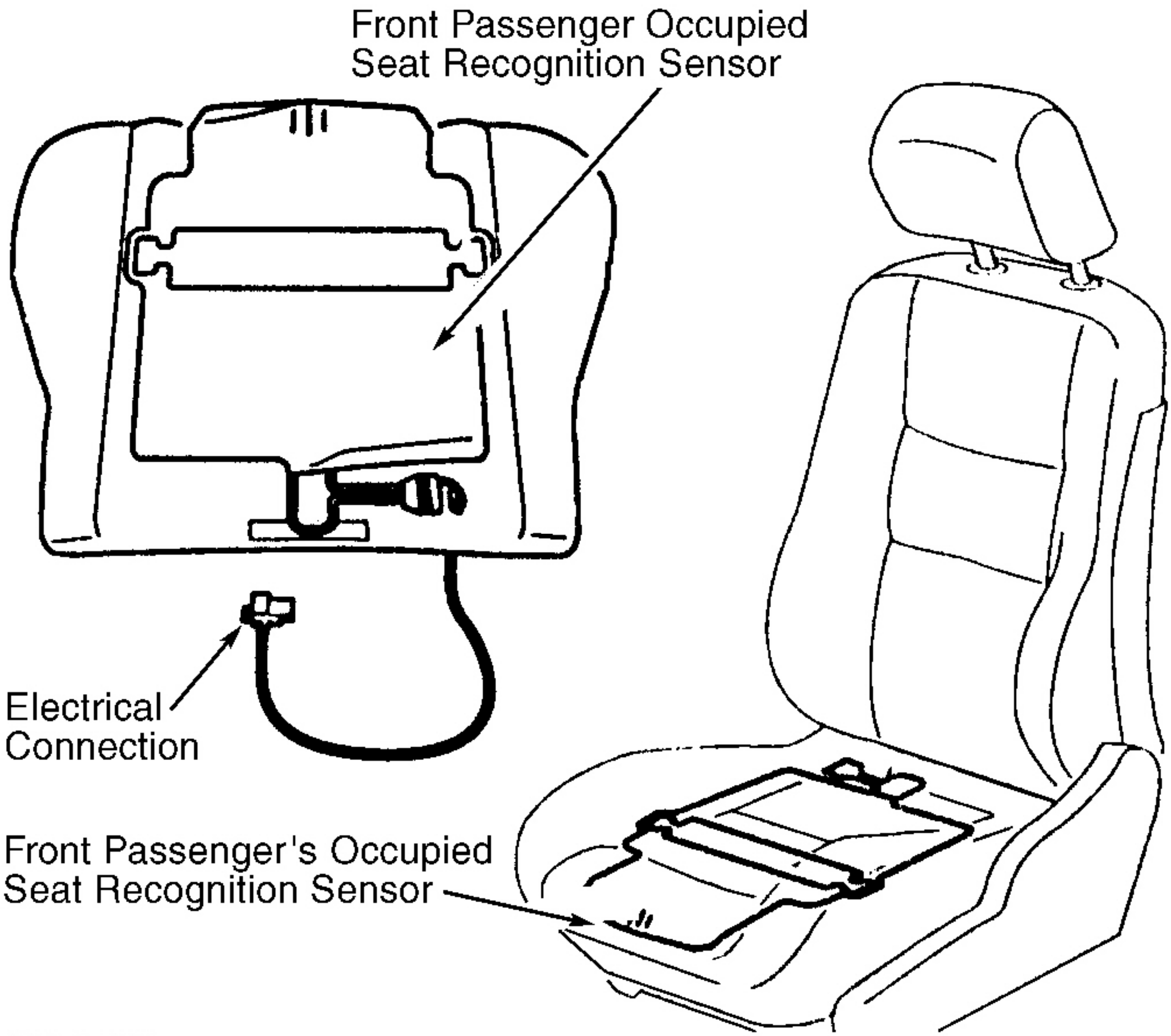


Fig. 4: Removing Occupied Seat Recognition Sensor (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

PASSENGER-SIDE AIR BAG MODULE

Removal & Installation (C Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove instrument panel.

Disconnect passenger-side air bag module squib connector. Remove 4 passenger-side air bag module mounting nuts.

2. To install, reverse removal procedure. Ensure passenger-side air bag module squib connector audibly clicks when connecting connector. Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (E Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove 2 central mounting bolts for passenger-side air bag module. Lift air bag module enough to unplug connector from rear of module. Place module away from work area, with pad facing upward.
2. If necessary to replace passenger air bag installation frame, remove 4 frame mounting bolts. Remove installation frame from vehicle.
3. To install air bag module or installation frame, reverse removal procedure. Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (S Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Open glove box door. Remove 4 clips securing glove box. Remove glove box compartment. When removing compartment, disconnect glove box light. Remove glove box door lock striker.
2. Disconnect passenger-side air bag module squib connector. Remove 4 passenger-side air bag module mounting nuts. Remove passenger-side air bag module through glove box opening. Place module away from work area with pad facing up.
3. To install, reverse removal procedure. Ensure module squib connector audibly clicks when connecting connector. Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (SL Class)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove cover below instrument panel. Remove one bolt in installation slot of center air outlet, and one bolt below right air outlet.
2. Remove air bag panel (3 Phillips screws and 2 hex bolts). Unplug connector at squib of passenger-side air bag unit. Remove mounting bolts. Pull off and take air bag out of panel opening.
3. To install air bag module, reverse removal procedure. Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (CLK 320)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove instrument panel. Disconnect passenger-side air bag module connector. Remove 4 screws and passenger-side air bag

module.

2. To install air bag module, reverse removal procedure. Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

Removal & Installation (SLK 320)

1. Before proceeding, See **AIR BAG SAFETY PRECAUTIONS** . Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Remove ignition key. Remove top section of instrument panel. Fold vapor barrier toward front to reveal 2 screws. Disconnect passenger-side air bag module connector. Remove 4 screws and passenger-side air bag module.
2. To install air bag module, reverse removal procedure. Activate air bag system. Perform system operation check to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

DIAGNOSTICS

NOTE: After component replacement, perform a system operation check to ensure proper system operation. See SYSTEM OPERATION CHECK .

Before proceeding, see **AIR BAG SAFETY PRECAUTIONS** . The SRS control module is capable of diagnosing air bag system components and ETR components. If a fault is detected by the SRS control module or system is malfunctioning, SRS warning light will do one or more of the following:

- SRS warning light goes out after 2 minutes. System fault is noted, however occupant protection is not affected. See **RETRIEVING FAULT CODES** .
- SRS warning light illuminates continuously. System is faulty which may result in a non deployment or false deployment. See **RETRIEVING FAULT CODES** .
- SRS warning light blinks continuously. Control module has been replaced without setting control module parameters.

RETRIEVING FAULT CODES

NOTE: Fault codes may only be retrieved using Hand-Held Tester (965 589 00 01) and Adapter (965 589 00 40 or 965 589 00 50).

1. Check vehicle fuses. Replace any blown fuses as necessary. Ensure vehicle battery voltage is 11 volts or more. Ensure SRS warning light functions. Turn ignition off. Connect Hand-Held Tester (HHT) (965 589 00 01) to Data Link Connector (DLC).
2. DLC is located in right rear corner of engine compartment. It may be necessary to use Adapter (965 589 00 40 or 965 589 00 50) to connect HHT to DLC. After HHT displays module number and version, press return key to start diagnosis. Using HHT, follow HHT prompts to retrieve SRS fault codes. For SRS control modules beginning with number 000, fault code 1 is valid. For SRS control modules beginning with number 001, fault code 2 is valid. See **Fig. 6** .
3. HHT will display a 3 digit fault code, and may display additional graphic information. This additional graphic information will help in diagnosis of fault code. See **Fig. 5** . During diagnosis HHT will display 4 different graphic displays informing technician if a test passes or fails, or if seat belt buckle is latched or

not latched. See **Fig. 5** .

4. These graphic displays are displayed as applicable by HHT during testing. See FAULT CODES table. During diagnosis, system values are continuously updated, so by moving components and connections intermittent failures can be diagnosed. HHT will also display fault frequency and time span.
5. After retrieving fault codes using HHT, carefully observe testing instructions in this article. Some testing is executed with HHT connected to DLC and some tests are executed with HHT removed from DLC. Turn ignition off when removing or connecting HHT to DLC.
6. Contact Box (124 589 00 21) with Test Cable (124 589 35 63) is necessary to complete some test steps. Resistance Substitution Unit (124 589 09 63) is necessary to substitute resistance values for testing purposes.

i

A current fault is indicated by the DTC being highlighted in black.
Additional detailed information is given with most DTC's, which will indicate possible faults conditions or portions thereof:

> Ω	Resistance too great.
< Ω	Resistance too low.
⊓-	Short circuit to ground (GND).
⊓+	Short circuit to positive (POS).
-//-	Open circuit.

Actual values:

Four displays are possible:

√, F, On, OFF.

√ :	Noted values are within the nominal values.
F :	Noted values are **outside** the nominal values.
On:	Seat belt buckle latched (USA), front passenger seat occupied, MB **"Babysafe"** child seat recognized.
OFF:	Seat belt buckle **not** latched (USA), front passenger seat **not occupied**, MB **"Babysafe"** child seat **not** recognized.

Additional Actual Values:

If so equipped, with Seat Occupied Recognition (SOR) with Automatic Child Seat Recognition (ACSR) the additional information is shown:

Function: F / SOR / ACSR

(SOR continues to be active regardless if MB Child seat "Babysafe" is not used or recognized).

Passenger seat: occupied / not occupied

Child seat: F / recognized / not used

Fig. 5: Hand Held Tester Graphic Information (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

FAULT CODES

DTC with fault code 1	DTC with fault code 2	Possible cause	Go to test step (See fig.)
001	001	SRS control module	2.0 (10)
002	004	Driver AB squib	3.0 (10), 4.0 (12)
003	005	Left front ETR squib	5.0 (12), 6.0 (13)
004	006	Right front ETR squib	7.0 (13), 8.0 (14)
005	007	Front passenger AB squib	9.0 (15), 10.0 (16)
	008	Left side airbag squib	15 (19), 16 (21)
	009	Right side airbag squib	17 (22), 18 (23)
010	004-009 016, 017 026, 029 034	Programming does not comply with vehicle version	Verify vehicle version, repeat programming. See control module programming.
017	003	Circuit 15R, voltage supply (low voltage)	1.0 (10)
019	002	SRS MIL	11.0 (17)
020	025	Front passenger seat occupied recognition sensor	19.0 (24)
010	026	Programming does not comply with vehicle version	Verify vehicle version, repeat programming. See control module programming.

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Fig. 6: Diagnostic Trouble Code (DTC) Memory (2000 Models-1 Of 4)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

DTC with fault code 1	DTC with fault code 2	Possible cause	Go to test step (See fig.)
024 (USA)	016 (USA)	Left front seat belt buckle switch	12.0 (17)
025 (USA)	017 (USA)	Right front seat belt buckle switch	13.0 (18)
073		Squib short circuit (┌┐) (to each other)	14.0 (19)
	018	Left side airbag, harness fault	16.0 (21)
	019	Left side air bag, sensor defective	Replace sensor
	020	Left side air bag, sensor defective	Replace sensor
	021	Right side airbag, harness fault	18.0 (23)
	022	Right side airbag, sensor defective	Replace sensor
	023	Right side airbag, sensor defective	Replace sensor
	027	Front passenger seat occupied recognition with automatic child seat recognition (ACSR), communication, –//–, ┌┐	20.0 (25)
	028	Front passenger seat occupied recognition with automatic child seat recognition (ACSR), Improperly positioned child seat or faulty, Connection between passenger seat and child seat faulty, Metallic objects on passenger seat or child seat, Short term electromagnetic interference in immediate area such as electronic transmitters, telephones etc.	Position child seat properly or replace.

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Fig. 7: Diagnostic Trouble Code (DTC) Memory (2000 Models-2 Of 4)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

DTC with fault code 1	DTC with fault code 2	Possible cause	Go to test step (See fig.)
	031	Front passenger seat occupied recognition with automatic child seat recognition (ACSR)	Replace ACSR
	032	Left side airbag (A53), communication interference	Electromagnetic interference, check harness routing if accessories installed
	033	Right side airbag, communication interference	Electromagnetic interference, check harness routing if accessories installed
	034	Digital crash output, harness fault (ARTHUR)	
	035	Analoge crash output, harness fault (model 170 Kompressor)	

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Fig. 8: Diagnostic Trouble Code (DTC) Memory (2000 Models-3 Of 4)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

DTC	Possible cause	Go to test step (See fig.)
B 1558	Automatic child seat recognition warning lamp ⊓– short circuit to ground, –//– open circuit	22.0 (26)
B 1559	ACSR signal line ⊓– short circuit to ground	20.0 (25)

99H00940

Fig. 9: Diagnostic Trouble Code (DTC) Memory (2000 Models-4 Of 4)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

CLEARING FAULT CODES

Connect Hand-Held Tester (965 589 00 01) to Data Link Connector (DLC). DLC is located in right rear corner of engine compartment. It may be necessary to use Adapter (965 589 00 40 or 965 589 00 50) to connect HHT to DLC. After HHT displays module number and version, press return key to start sequence. Using HHT, follow HHT prompts to clear SRS fault codes. SRS codes are clear when ignition is turned on and SRS warning light functions normally. See **SYSTEM OPERATION CHECK** .

UNDERSTANDING DIAGNOSTIC CHART INFORMATION

NOTE: Refer to table to properly identify components or connectors being tested. See COMPONENT IDENTIFICATION table.

SRS & ETR Diagnosis Chart Column Identification

First column of chart identifies TEST STEP (1.0 for example). See **Fig. 10** . Second column of chart identifies HHT fault code (017, 003 for example). First code in column is for vehicles without side air bags. Second code in column (when listed) is for vehicles with side air bags only. Other 5 columns are self-explanatory.

Using SRS & ETR Diagnosis Chart

For reading and understanding fault code diagnosis chart, use the following example: Read test step 3.0 (first column), HHT fault Code 002, 004 (second column). See **Fig. 10** . Read TEST SCOPE-HHT ACTUAL VALUE NO.-TEXT column (third column). Driver-side air bag squib connector R12-3 is being tested. HHT will identify if problem is with too much resistance or not enough resistance in driver-side air bag squib circuit. Read TEST CONDITION column (fifth column). Test circuit with HHT connected to DLC, with ignition in position "2". Read NOMINAL VALUE-HHT DISPLAY column (sixth column). HHT will display a check or an "F". If HHT displays a check, circuit is okay. If HHT displays an "F", go to step 3.1.

Read TEST CONNECTION (NOT FOR HHT) column (forth column). Driver-Side air bag squib connector R12-3, terminals No. 1 and 2 are identified. Read TEST CONDITION column. Test circuit with HHT connected to DLC and ignition key removed. Remove driver-side air bag module. Disconnect driver-side air bag module squib connector R12-3. Connect Resistance Substitution Unit (124 589 09 63) to driver-side air bag module squib connector (harness side). Set resistance substitution unit to 2 ohms. Turn ignition key to position "2". Read NOMINAL VALUE-HHT DISPLAY column. If HHT displays a check, replace driver-side air bag

module. If HHT displays an "F", go to step 3.2.

Read TEST CONNECTION (NOT FOR HHT) column. Horn-air bag clockspring connector A45x1, terminals No. 1 and 2 are identified. Read TEST CONDITION column. Test circuit with HHT connected to DLC. Remove ignition key. Connect Resistance Substitution Unit (124 589 09 63 00) to horn-air bag clockspring connector A45x1. Set resistance substitution unit to 2 ohms. Read NOMINAL VALUE-HHT DISPLAY column. If HHT displays a check, check horn-air bag clockspring for continuity. Replace horn-air bag clockspring as necessary. If HHT displays an "F", go to step 3.4.

NOTE: Some testing is identified by model number. Refer to table to identify models by model number. See MODEL IDENTIFICATION table.

MODEL IDENTIFICATION

Model Number	Model
129	SL Class
140	S Class
163	M Class
170	SLK Class
202	C Class
203	C 240 & C 320
208	CLK Class
210	E Class
215	CL 500
220	S 430 & S 500

COMPONENT IDENTIFICATION

Component	Manufacturer's Designation
A1e15	SRS warning light
A45	Horn-air bag clockspring
A53	Driver-side air bag sensor
A54	Passenger-side air bag sensor
B41-1	Passenger-side seat occupied recognition sensor
N2-2	SRS control module
N2-7	SRS control module
N72e1	Automatic child seat recognition light
R12-1	Driver-side ETR squib connector
R12-2	Passenger-side ETR squib connector
R12-3	Driver-side air bag squib connector
R12-8	Passenger-side air bag squib connector
R12-9	Side air bag (driver-side) squib connector
R12-10	Side air bag (passenger-side) squib connector
R12-20	Passenger-side air bag squib

R12-21	Driver-side air bag squib
R12-22	Left window air bag squib
R12-23	Right window air bag squib
S68-3	Driver-side belt buckle switch
S68-4	Passenger-side belt buckle switch
W26	Control module ground
X11-4	Data link connector
X11-13	10-pin SRS test connection

CONTROL MODULE PROGRAMMING

After control module replacement, SRS warning light will blink or illuminate continuously. This indicates need to program and set parameters of SRS control module. This process requires use of Hand-Held Tester (965 589 00 01). During programming, the following conditions need to be met:

Vehicles Without Side Air Bag

Version with passenger-side air bag module, when replacing SRS control module is to be set to YES when programming control module. Version with seat belt buckle switch is to be programmed NO.

Vehicles With Side Air Bag

Version is set to YES when replacing SRS control module. Version with seat belt buckle switch is set to YES. Seat occupation recognition is set to YES.

Parameters

After programming, SRS warning light will continue to blink, indicating need to set parameters. Currently, parameters set is identical for all models.

DIAGNOSTIC TESTS

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
1.0	017 003	Circuit 15R voltage supply Low voltage/ 07 Voltage		Ignition key in position "2".	√ F	Wiring, Battery.
2.0	001	SRS control module (N2/2)		Ignition key in position "2".		N2/2
3.0	002 004	02 Driver AB squib (R12/3) > Ω < Ω		Ignition key in position "2".	√ F	⇒ 3.1
3.1		02 Driver AB squib (R12/3)	R12/3 1 — — 2	Remove ignition key. Remove driver airbag. Disconnect driver AB squib (R12/3). Connect See fig. 55 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Driver airbag unit. ⇒ 3.2

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Fig. 10: SRS & ETR Diagnosis (2000 Models, Except E Class-1 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[tester]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [tester] display	Possible cause/Remedy
3.2	002 004	02 Driver AB squib (R12/3) > Ω < Ω (except for Model 202 as of 06/97, Model 210 as of 03/97). (Model 202 as of 07/97, Model 210 as of 04/97).	A45x1 1 —< [tester] >— 2 X28/23 1 —< [tester] >— 2 [tester]	Remove ignition key. Connect [tester] See Fig. 54 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Check horn/airbag clock spring contact (A45) for continuity. ⇒ 3.4 **Model 140:** ⇒ 3.3
3.3		02 Driver AB squib (R12/3) > Ω < Ω **Model 140 only**	X11/3 [socket box] 3 —< —Ω+ >— 4	Remove ignition key. Connect [socket box] See Fig. 51	2 – 5 Ω	Wiring, ⇒ 3.4
3.4		Driver AB squib (R12/3) > Ω < Ω	N2/2 [socket box] 10 —< —Ω+ >— 11	Remove ignition key. Disconnect N2/2 connector. Connect [socket box] See Fig. 50	2 – 5 Ω	Wiring.

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Fig. 11: SRS & ETR Diagnosis (2000 Models, Except E Class-2 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
4.0	002 004	02 Driver AB squib (R12/3) Γ1– Γ1+	N2/2 6 — Ω — 11 5 — Ω — 11	not connected. Remove ignition key. Disconnect N2/2 connector. Connect See fig.50	>20 kΩ >20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R.
5.0	003 005	05 Left front ETR squib (R12/1) > Ω < Ω		Ignition key in position "2".	√ F	⇒ 5.1
5.1		05 Left front ETR squib (R12/1)	R12/1 1 — 2	Remove ignition key. Disconnect left front ETR squib (R12/1) connector. Connect See fig.55 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Seat belt retractor. ⇒ 5.2

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Fig. 12: SRS & ETR Diagnosis (2000 Models, Except E Class-3 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
5.2	003 005	05 Left front ETR squib (R12/1) > Ω < Ω	N2/2 1 — Ω — 2	Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	2 – 5 Ω	Wiring. **Model 129:** ETR connector (left seat plug connection, X28/8) not properly connected.
6.0	003 005	05 Left front ETR squib (R12/1) Γ1– Γ1+	N2/2 6 — Ω — 1 5 — Ω — 1	not connected. Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	>20 kΩ >20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R.
7.0	004 006	06 Right front ETR squib (R12/2) > Ω < Ω		Ignition key in position "2".	√ F	⇒ 7.1

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Fig. 13: SRS & ETR Diagnosis (2000 Models, Except E Class-4 Of 17)

Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
7.1	004 006	06 Right front ETR squib (R12/2)	R12/2 1 —< >— 2	Remove ignition key. Disconnect right front ETR squib (R12/2) connector. Connect See fig. 55 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Seat belt retractor. ⇒ 7.2
7.2		06 Right front ETR squib (R12/2) > Ω < Ω	N2/2 3 —< Ω >— 4	Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	2 – 5 Ω	Wiring. **Model 129:** ETR connector (right seat plug connection, X28/9) not properly connected.
8.0	004 006	06 Right front ETR squib (R12/2) ┌┐– ┌┐+	N2/2 6 —< Ω >— 4 5 —< Ω >— 4	**not** connected. Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	> 20 kΩ > 20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R.

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Fig. 14: SRS & ETR Diagnosis (2000 Models, Except E Class-5 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
9.0	005 007	03 Front passenger AB squib (R12/8) > Ω < Ω		Ignition key in position "2".	√ F	⇒ 9.1
9.1		03 Front passenger AB squib (R12/8)	R12/8 1 —( )— 2	Remove ignition key. Remove glove box. Disconnect front passenger AB squib (R12/8) connector. Connect See fig. 55 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Front passenger airbag unit. **Model 140:** SRS test connector (X11/13) not properly connected. **Model 202:** Airbag intermediate connector (X28/12) not properly connected. Model 140 ⇒ 9.2, except Modle 129, 140, 210 as of 03/97: ⇒ 9.3, All models: ⇒ 9.4
9.2		03 Right front ETR squib (R12/8) > Ω < Ω	X11/13 5 —(Ω)— 6	Remove ignition key. Disconnect X11/13. Connect See fig. 51	2 – 5 Ω	Wiring, ⇒ 9.4

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Fig. 15: SRS & ETR Diagnosis (2000 Models, Except E Class-6 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
9.3		03 Right front ETR squib (R12/8)	X28/12; 1 — 2	Remove ignition key. Disconnect X28/12. Connect See fig. 54 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Wiring, ⇒ 9.4
9.4	005 007	03 Front passenger AB squib (R12/8) > Ω < Ω	N2/2; 13 — Ω — 14	Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	2 – 5 Ω	Wiring.
10.0	005 007	03 Front passenger AB squib (R12/8) ⌈⌉– ⌈⌉+	N2/2; 6 — Ω — 14; 5 — Ω — 14	not connected. Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	> 20 kΩ; > 20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R.

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Fig. 16: SRS & ETR Diagnosis (2000 Models, Except E Class-7 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
11.0	019 [1] 002	01 SRS MIL (A1e15) –//– ┌┐+		Ignition key in position "2". A1e15 comes on.	A1e15 goes out after approx. 4 sec. √ F	 Wiring, A1e15 shorted to +.
12.0	024 016	09 Left front seat belt buckle switch (S68/3) –//– USA only		Ignition key in position "2". Seat belt buckle **not** latched. Seat belt buckle latched.	√ F OFF ON	 Wiring, Open/short circuit to circuit 31, Left ESA connector block (X55/3) not properly connected.
12.1		09 Left front seat belt buckle switch (S68/3) USA only ┌┐– ┌┐+	N2/2 6 — Ω — 12 5 — Ω — 12	Remove ignition key. Disconnect N2/2 connector. Connect See Fig. 50 **not** connected. Seat belt buckle **not** latched. Seat belt buckle latched. Seat belt buckle **not** latched. Seat belt buckle latched.	 280 – 580 Ω 70 – 279 Ω > 20 kΩ > 20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R, Seat belt buckle.

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Fig. 17: SRS & ETR Diagnosis (2000 Models, Except E Class-8 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
13.0	025 017	08 Right front seat belt buckle switch (S68/4) -//- (USA) only		Ignition key in position "2". Seat belt buckle **not** latched. Seat belt buckle latched.	√ F OFF ON	Wiring, Open/short circuit to circuit 31, Right ESA connector block (X55/4) not properly connected.
13.1		08 Right front seat belt buckle switch (S68/4) (USA) only ⌐1- ⌐1+	N2/2 6 — Ω — 8 5 — Ω — 8	Remove ignition key. Disconnect N2/2 connector. Connect See fig.1 **not** connected. Seat belt buckle **not** latched. Seat belt buckle latched.	280 – 580 Ω 70 – 279 Ω > 20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R, Seat belt buckle.

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Fig. 18: SRS & ETR Diagnosis (2000 Models, Except E Class-9 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
14.0	073[1]	Squibs < Ω > Ω R12/1 R12/2 R12/3 R12/8 Squibs in series ⌐1 R12/1–R12/2 R12/1–R12/3 R12/1–R12/8 R12/2–R12/3 R12/2–R12/8 R12/3–R12/8	N2/2 1 — Ω — 2 3 — Ω — 4 10 — Ω — 11 13 — Ω — 14 1 — Ω — 3 1 — Ω — 10 1 — Ω — 13 3 — Ω — 10 3 — Ω — 13 10 — Ω — 13	Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50 **not** connected.	2 – 5 Ω 2 – 5 Ω 3 – 5 Ω 2 – 5 Ω > 20 kΩ > 20 kΩ > 20 kΩ > 20 kΩ > 20 kΩ > 20 kΩ	Wiring, Short circuit.
15.0	008	010 Left side airbag squib (R12/9) > Ω < Ω (only with left/right side airbag equipped vehicles)		connected. Ignition key in position "2".	√ F	⇒ 15.1

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Fig. 19: SRS & ETR Diagnosis (2000 Models, Except E Class-10 Of 17)

Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
15.1		010 Left side airbag squib (R12/9) (except Model 202 as of 06/97, Model 210 as of 03/97, Model 208) (Model 202 as of 07/97, Model 210 as of 03/97, Model 208)	X35/1 1 —< >— 2 X35/41 1 —< >— 2	Remove ignition key. Disconnect left front door separation point. Connect See fig.54 Set resistance of 2 Ω. Ignition key in position "2".	√ F	⇒ 15.2
15.2		010 Left side airbag squib (R12/9)	R12/9 1 —< >— 2	Remove ignition key. Remove interior door panel. Connect See fig.55 Set resistance of 2 Ω. Ignition key in position "2".	√ F	Left side airbag, ⇒ 15.3
15.3	008	010 Left side airbag squib (R12/9) > Ω < Ω	N2/2 16 —< −Ω+ >— 17	Remove ignition key. Disconnect N2/2 connector. Connect See fig.50	2 – 5 Ω	Wiring, Contacts.

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Fig. 20: SRS & ETR Diagnosis (2000 Models, Except E Class-11 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
15.4		010 Left side airbag squib (R12/9) Γ1- Γ1+	N2/2 6 — Ω — 16 5 — Ω — 16	connected. Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	 >20 kΩ >20 kΩ	Wiring, Short to circuit 31, 30, 15, 15R.
16.0	018	012 Left side airbag sensor (A53) **Voltage supply** (only with left/right side airbag equipped vehicles).	A53 1 — V — 3	Disconnect connector at A53. Connect test cable: See fig. 56	11 – 14 V	Wiring.
16.1	018	012 Left side airbag sensor (A53) **Wiring fault**	N2/2 A53 20 — Ω — 3	Connect See fig. 56	<1 Ω	Wiring.

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Fig. 21: SRS & ETR Diagnosis (2000 Models, Except E Class-12 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
16.2		012 Left side airbag sensor (A53) **Insulation fault**	N2/2 6 —< Ω >— 20 5 —< Ω >— 20	Connect See fig.55 Disconnect connector at A53.	>20 kΩ >20 kΩ	Wiring shorted to circuit 31 Wiring shorted to circuit 30, 15, 15R.
17.0	009	010 Right side airbag squib (R12/10) > Ω < Ω (only with left/right side airbag equipped vehicles).		Ignition key in position "2".	√ F	⇒ 17.1
17.1		010 Right side airbag squib (R12/10) (except model 202 as of 06/97, Model 210 as of 03/97, Model 208) (Model 202 as of 07/97, Model 210 as of 03/97, Model 208)	X35/1 1 —< >— 2 X35/42 1 —< >— 2	Remove ignition key. Disconnect left door separation point connector. connector. Set resistance of 2 Ω. See fig.53 Ignition key in position "2".	√ F	⇒ 17.2

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Fig. 22: SRS & ETR Diagnosis (2000 Models, Except E Class-13 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
17.2		010 Right side airbag squib (R12/10)	R12/9 1 —< >— 2	Remove ignition key. Remove door trim panel. Set resistance of 2 Ω. See fig. 55 Ignition key in position "2".	√ F	Left side airbag, ⇒ 17.3
17.3	009	010 Right side airbag squib (R12/10) > Ω < Ω	N2/2 18 —< Ω >— 19	Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	2 – 5 Ω	Wiring, Contacts.
17.4	018	010 Right side airbag squib (R12/10) Γ˥– Γ˥+	N2/2 6 —< Ω >— 18 5 —< Ω >— 18	connected. Remove ignition key. Disconnect N2/2 connector. Connect See fig. 50	>20 kΩ >20 kΩ	Wiring, Short in wiring circuit 31, Short in wiring circuit 30, 15, 15R
18.0	021	013 Right side airbag sensor (A54) **Voltage supply** (only with left/right side airbag equipped vehicles).	A54 1 —< V >— 3	Disconnect A54 connector. Connect test cable, see See fig. 56	11 – 14 V	Wiring.

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Fig. 23: SRS & ETR Diagnosis (2000 Models, Except E Class-14 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
18.1	021	012 Right side airbag sensor (A54) **Wiring fault**	N2/2 A54 21 — Ω — 3	Connect See fig. 50	< 1 Ω	Wiring.
18.2	021	012 Right side airbag sensor (A54) **Insulation fault** Γ1− Γ1+	N2/2 6 — Ω — 21; 5 — 21	Connect See fig. 50 Disconnect connector at A54	> 20 kΩ > 20 kΩ	Short in wiring circuit 31, Short in wiring circuit 30, 15, 15R
19.0	020 024 025	04 Front passenger seat occupied recognition sensor (B41/1) or (B48)		Ignition key in position "2".	√ F	⇒ 19.1
19.1		04 Front passenger seat occupied recognition sensor (B41/1) or (B48)	X55/4 3 — 4; X55/4 3 — 4; X28/18 3 — 4	connected. Connect See fig. 57 Set resistance of 30 k Ω (seat occupied), use diode 1N4007 as well as 300 Ω resistor, switched in parallel. Watch polarity!	√ F	Contact matt, ⇒ 19.2

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Fig. 24: SRS & ETR Diagnosis (2000 Models, Except E Class-15 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
19.2		04 Front passenger seat occupied recognition sensor (B41/1) or (B48)	X55/3 X55/4 3 — -(Ω)+ — 4	Front passenger seat **not** occupied: Front passenger seat **occupied**:	>70 k Ω ≤ 30 k Ω	Contact matt.
20.0	027 028	Front passenger seat occupied recognition with automatic child seat recognition (B48) (ACSR) **Voltage supply** Except for Model 129: Model 129:	X55/3 X55/4 1 — -(V)+ — 4 X28/18 1 — -(V)+ — 4	Ignition key in position "1".	11 – 14 V	Wiring.
20.1		**Data line** Except for Model 129: Model 129:	N2/2 [scan tool] X55/3 X55/4 1 — -(Ω)+ — 3 N2/2 [scan tool] X28/18 15 — -(V)+ — 3	Connect [scan tool] See fig. 50	< 1 Ω	Wiring.

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Fig. 25: SRS & ETR Diagnosis (2000 Models, Except E Class-16 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[tester symbol]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [tester symbol] display	Possible cause/Remedy
21.0	036	Automatic child seat recognition (ACSR) indicator lamp (E 16) **Voltage supply** (Models 129, 140, 170 only)	E16 4 —(V)— 1	Ignition key in position "1".	11 – 14 V	Wiring, If values are OK: E13
21.1		Automatic child seat recognition (ACSR) indicator lamp (E 16) **Dimming**	E16 4 —(V)— 1	Ignition key in position "1". Switch on exterior lamps.	< 1 V 11 – 14 V	Wiring
21.2		Automatic child seat recognition (ACSR) indicator lamp (E 16) **Activation**	N2/2 [connector] 33 —(Ω)— 2	Connect [connector] See fig. 50	< 1 Ω	Wiring.
22.0		Automatic child seat recognition warning lamp (N72e1) **Activation** (Models 202, 208, 210)	N2/2 [connector] N72 33 —(Ω)— 2	Connect [connector] See fig. 50	< 1 Ω	Wiring.
22.1		Automatic child seat recognition warning lamp (N72e1) **Voltage supply** (Model 208 only)	N72e1 4 —(V)— 1	Ignition key in position "1". MB child seat "Babysafe" installed. Switch on exterior lamps:	11 – 14 V 7 – 9 V	Lower control field control module (N72).

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Fig. 26: SRS & ETR Diagnosis (2000 Models, Except E Class-17 Of 17)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
1.0	B1010	Circuit 15R Voltage supply **HHT actual values**		Ignition key in position "2".	√ F	 Wiring, Battery.
1.1		ARMIN control module (N2/7) Voltage supply	N2/7 32 —< −(V)+ >— 5 (56) (29)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect See fig. 52 Ignition key in position "1".	11 – 14 V	Wiring, If values are OK: N2/7
2.0	B1476	SRS MIL (A1e15) **HHT actual values**		Ignition key in position "2". SRS MIL (A1e15) illuminates.	SRS MIL (A1e15) goes out after approx. 4 – 20 seconds. √ F	 ⇒ 2.1
2.1		SRS MIL (A1e15) **Function Test**		Disconnect connector on N2/7. Ignition key in position "2".	SRS MIL (A1e15) illuminates.	If values are OK: N2/7 If values are not OK: Wiring, SRS MIL (A1e15)

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Fig. 27: SRS & ETR Diagnosis (2000 E Class-1 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
3.0	B1859	Driver AB squib (R12/3) **HHT actual values**		Ignition key in position "2".	√ F	 ⇒ 3.1
3.1		Driver AB squib (R12/3) **HHT actual values**	R12/3 1 —( )— 2	Remove ignition key. Remove driver AB unit, Disconnect connector on R12/3, Connect . See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/3 ⇒ 3.2
3.2		Driver AB squib (R12/3) **HHT actual values**	A45x1 3 —( )— 4	Remove ignition key. Disconnect connector (A45x1), Connect . See fig. 53 Set resistance to 3 Ω, Ignition key in position "2".	√ F	Check continuitity of A45, ⇒ 3.3

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Fig. 28: SRS & ETR Diagnosis (2000 E Class-2 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
3.3		Driver AB squib (R12/3) **Resistance**	N2/7 9 —(↯)— 10 (33) (34)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	2 – 5 Ω	Wiring.
4.0	B1859	Driver AB squib (R12/3) **Short circuit test** Γ1– Γ1+	N2/7 32 —(↯)— 9 (56) (33) 5 —(↯)— 9 (29) (33)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect See fig. 52	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R
5.0	B1861	Front passenger AB squib (R12/8) **HHT actual values**		Ignition key in position "2".	√ F	 ⇒ 5.1

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Fig. 29: SRS & ETR Diagnosis (2000 E Class-3 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[HHT]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [HHT] display	Possible cause/Remedy
5.1		Front passenger AB squib (R12/8) **HHT actual values**	R12/8: 1 — ⟨ [ ] ⟩ — 2	Remove ignition key. remove glovebox insert, Disconnect connector at R12/8, Connect [ ], See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/8 ⇒ 5.2
5.2		Front passenger AB squib (R12/8) **Resistance**	N2/7: 15 (39) — Ω — 16 (40)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect [ ], See fig. 52	2 – 5 Ω	Wiring.
6.0	B1861	Front passenger AB squib (R12/8) **Short circuit test** Γ1– Γ1+	N2/7: 32 (56) — Ω — 16 (40) 5 (29) — Ω — 16 (40)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect [ ] See fig. 52	> 20 kΩ > 20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

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Fig. 30: SRS & ETR Diagnosis (2000 E Class-4 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[HHT]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [HHT] display	Possible cause/Remedy
7.0	B1867	Left front side airbag squib (R12/20) **HHT actual values**	[HHT]	Ignition key in position "2".	√ F	 ⇒ 7.1
7.1		Left front side airbag squib (R12/20) **HHT actual values**	X35/41 1 —([connector])— 2 [HHT]	Remove ignition key. Disconnect connector at door separation point. Connect [connector], See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	Wiring, R12/20 ⇒ 7.2
7.2		Left front side airbag squib (R12/20) **HHT actual values**	R12/20 1 —([connector])— 2 [HHT]	Remove ignition key. Remove door panel. Connect [connector], See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/20 ⇒ 7.3
7.3		Left front side airbag squib (R12/20) **Resistance**	N2/7 [socket box] 19 —(-Ω+)— 20 (43) (44)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect [socket box], See fig. 52	2 – 5 Ω	Wiring.

99E00947

Fig. 31: SRS & ETR Diagnosis (2000 E Class-5 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[HHT]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [HHT] display	Possible cause/Remedy
8.0	B1867	Left front side airbag squib (R12/20) **Short circuit test** Γ1–	N2/7 [connector] 32 (56) –Ω– 20 (44)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect [connector] See fig. 52	> 20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R
		Γ1+	5 (29) –Ω– 20 (44)		> 20 kΩ	
9.0	B1871	Left front side airbag squib (R12/21) **HHT actual values**	[HHT]	Ignition key in position "2".	√ F	 ⇒ 9.1
9.1		Left front side airbag squib (R12/21) **HHT actual values**	X35/42 1 – [resistor] – 2 [HHT]	Remove ignition key. Disconnect connector at door separation point. Connect [resistor], See fig. 55 **Set resistance to 3 Ω, Ignition key in position "2".**	√ F	Wiring, R12/21 ⇒ 9.2
9.2		Left front side airbag squib (R12/21) **HHT actual values**	R12/21 1 – [resistor] – 2 [HHT]	Remove ignition key. Remove door panel. Connect [resistor], See fig. 55 **Set resistance to 3 Ω, Ignition key in position "2".**	√ F	R12/21 ⇒ 9.3

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Fig. 32: SRS & ETR Diagnosis (2000 E Class-6 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
9.3		Left front side airbag squib (R12/21) **Resistance**	N2/7 23 (47) — 24 (48)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	2 – 5 Ω	Wiring.
10.0	B1871	Left front side airbag squib (R12/21) **Short circuit test** ⊓– ⊓+	N2/7 32 (56) — 24 (48) 5 (29) — 24 (48)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect See fig. 52	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R
11.0	B1869	LR side airbag squib (R12/11) **HHT actual values (Only for side airbag in rear door)**		Ignition key in position "2".	√ F	 ⇒ 11.1

99G00949

Fig. 33: SRS & ETR Diagnosis (2000 E Class-7 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
11.1		LR side airbag squib (R12/11) **HHT actual values**	X35/3 1 — 2	Remove ignition key. Disconnect connector at door separation point (X35/3). Connect , See fig. 53 Set resistance to 3 Ω, Ignition key in position "2".	√ F	Wiring, R12/11 ⇒ 11.2
11.2		LR side airbag squib (R12/11) **HHT actual values**	R12/11 1 — 2	Remove ignition key. Remove door panel. Connect , See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/11 ⇒ 11.3
11.3		LR side airbag squib (R12/11) **Resistance**	N2/7 27 (51) — 28 (52)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	2 – 5 Ω	Wiring.

99A00950

Fig. 34: SRS & ETR Diagnosis (2000 E Class-8 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	HHT	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ HHT display	Possible cause/Remedy
12.0	B1869	LR side airbag squib (R12/11) **Short circuit test** ┌┐– ┌┐+ **(Only for side airbag in rear door)**	N2/7 [adapter] 32 —< Ω >— 28 (56) (52) 5 —< Ω >— 28 (29) (52)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect [adapter] See fig. 52	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R
13.0	B1873	RR side airbag squib (R12/12) **HHT actual values** **(Only for side airbag in rear door)**	HHT	Ignition key in position "2".	√ F	⇒ 13.1
13.1		RR side airbag squib (R12/12) **HHT actual values**	X35/4 1 —< [adapter] >— 2 HHT	Remove ignition key. Disconnect connector at door separation point (X35/4). Connect [adapter]. See fig. 53 Set resistance to 3 Ω, Ignition key in position "2".	√ F	Wiring, R12/12 ⇒ 13.2

99B00951

Fig. 35: SRS & ETR Diagnosis (2000 E Class-9 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
13.2		RR side airbag squib (R12/12) **HHT actual values**	R12/12 1 —( )— 2	Remove ignition key. Remove door panel. Connect. See fig. 55 **Set resistance to 3 Ω, Ignition key in position "2".**	√ F	R12/12 ⇒ 13.3
13.3		RR side airbag squib (R12/12) **Resistance**	N2/7 29 —(Ω)— 30 (53) (54)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect, See fig. 52	2 – 5 Ω	Wiring.
14.0	B1873	RR side airbag squib (R12/12) **Short circuit test** ⊓– ⊓+ **(Only for side airbag in rear door)**	N2/7 32 —(Ω)— 29 (56) (53) 5 —(Ω)— 29 (29) (53)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect See fig. 52	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99C00952

Fig. 36: SRS & ETR Diagnosis (2000 E Class-10 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
15.0	B1310	Left side airbag sensor (A53/1) **Voltage supply**	A53/1 2 —(–(V)+)— 2	Remove ignition key. Disconnect connector on A53/1. Connect test cables, See fig. 56 Ignition key in position "2".	11 – 14 V	Wiring.
15.1	B1310	Left side airbag sensor (A53/1) **Wiring fault**	N2/7 A53/1 52 —(–(Ω)+)— 3 (76)	Remove ignition key. Disconnect connector on A53/1. Disconnect connector on N2/7, Connect , See fig. 52	< 1 Ω	Wiring.
15.2		Left side airbag sensor (A53/1) **Short circuit test** ⊓– ⊓+	N2/7 32 —(–(Ω)+)— 52 (56) (76) 5 —(–(Ω)+)— 52 (29) (76)	Remove ignition key. Disconnect connector on A53/1 Disconnect connector on N2/7 using aid. Connect See fig. 52	> 20 kΩ > 20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99D00953

Fig. 37: SRS & ETR Diagnosis (2000 E Class-11 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
16.0	B1311	Right side airbag sensor (A54/1) **Voltage supply**	A54/1 1 —(—V+)— 2	Remove ignition key. Disconnect connector on A54/1. Connect test cables, See fig. 56 Ignition key in position "2".	11 – 14 V	Wiring.
16.1		Left side airbag sensor (A54/1) **Wiring fault**	N2/7 A53/1 54 —(—Ω+)— 3 (78)	Remove ignition key. Disconnect connector on A53/1. Disconnect connector on N2/7, Connect, See fig. 52	< 1 Ω	Wiring.
16.2	B1867	Left side airbag sensor (A54/1) **Short circuit test** Γ1– Γ1+	N2/7 32 —(—Ω+)— 54 (56) (78) 5 —(—Ω+)— 54 (29) (78)	Remove ignition key. Disconnect connector on A54/1, Disconnect connector on N2/7 using aid.	> 20 kΩ > 20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99E00954

Fig. 38: SRS & ETR Diagnosis (2000 E Class-12 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
17.0	B1B63	Driver ETR squib (R12/1) **HHT actual values**		Ignition key in position "2".	√ F	 ⇒ 17.1
17.1		Driver ETR squib (R12/1) **HHT actual values**	R12/1 1 —< >— 2	Remove ignition key. Disconnect connector on R12/1, Connect , See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/1 ⇒ 17.2
17.2		Driver ETR squib (R12/1) **Resistance**	N2/7 33 —< Ω >— 34 (57) (58)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	2 – 5 Ω	Wiring
18.0	B1B63	Driver ETR squib (R12/1) **Short circuit test** ⌈⌉– ⌈⌉+	N2/7 32 —< Ω >— 33 (56) (57) 5 —< Ω >— 33 (29) (57)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99F00955

Fig. 39: SRS & ETR Diagnosis (2000 E Class-13 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
19.0	B1B64	Front passenger ETR squib (R12/2) **HHT actual values**		Ignition key in position "2".	√ F	 ⇒ 19.1
19.1		Front passenger ETR squib (R12/2) **HHT actual values**	R12/2 1 —( )— 2	Remove ignition key. Disconnect connector on R12/2, Connect . **See fig. 55** Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/2 ⇒ 19.2
19.2		Front passenger ETR squib (R12/2) **Resistance**	N2/7 35 —(Ω)— 36 (59) (60)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	2 – 5 Ω	Wiring.
20.0	B1B64	Front passenger ETR squib (R12/2) **Short circuit test** ⊓– ⊓+	N2/7 32 —(Ω)— 36 (56) (60) 5 —(Ω)— 36 (29) (60)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99G00956

Fig. 40: SRS & ETR Diagnosis (2000 E Class-14 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[tester icon]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [tester icon] display	Possible cause/Remedy
21.0	B1321	Left front seat belt buckle switch (AB/ETR) (S68/3) **HHT actual values** (only [USA])	[tester icon]	Ignition key in position "2". Seat belt latch is not latched: Seat belt latch is latched:	√ F OFF ON	⇒ 21.1
21.1		Left front seat belt buckle switch (AB/ETR) (S68/3) **Resistance** (only [USA])	X55/3 1 — Ω — 2	Disconnect connector X55/3 Seat belt latch is not latched: Seat belt latch is latched:	80 – 210 Ω 320 – 480 Ω	S68/3 ⇒ 21.2
21.2		Left front seat belt buckle switch (AB/ETR) (S68/3) **Short circuit test** Γ1− Γ1+ (only [USA])	N2/7 [connector icon] 32 (56) — Ω — 43 (67) 5 (29) — Ω — 43 (67)	[tester icon] not connected. Remove ignition key. Seat belt latch is not latched, Disconnect connector on N2/7 using aid. Connect [connector icon], See fig.52	80 – 210 Ω >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99H00957

Fig. 41: SRS & ETR Diagnosis (2000 E Class-15 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[HHT]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [HHT] display	Possible cause/Remedy
22.0	B1322	Right front seat belt buckle switch (AB/ETR) (S68/4) **HHT actual values** (only USA)	[HHT]	Ignition key in position "2". Seat belt latch is not latched: Seat belt latch is latched:	√ F OFF ON	⇒ 22.1
22.1	B1321	Right front seat belt buckle switch (AB/ETR) (S68/4) **Resistance** (only USA)	X55/4 1 — –Ω+ — 2	Disconnect connector X55/4 Seat belt latch is not latched: Seat belt latch is latched:	80 – 210 Ω 320 – 480 Ω	S68/4 ⇒ 22.2
22.2	B1864	Right front seat belt buckle switch (AB/ETR) (S68/4) **Short circuit test** Γ1– Γ1+ (only USA)	N2/7 32 (56) — –Ω+ — 45 (69) 5 (29) — –Ω+ — 45 (69)	[HHT] not connected. Remove ignition key. Seat belt latch is not latched, Disconnect connector on N2/7 using aid. Connect [adapter], See fig. 52	80 – 210 Ω >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99I00958

Fig. 42: SRS & ETR Diagnosis (2000 E Class-16 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
23.0	B1865	LR ETR squib (R12/6) **HHT actual values** **(for rear side airbag only)**		Ignition key in position "2".	√ F	⇒ 23.1
23.1		LR ETR squib (R12/6) **HHT actual values**	R12/6 1 —‹ ›— 2	Remove ignition key. Disconnect connector on R12/6. Connect . **See fig. 55** Set resistance to 3 Ω. Ignition key in position "2".	√ F	R12/6 ⇒ 23.2
23.2		LR ETR squib (R12/6) **Resistance**	N2/7 37 —‹ Ω ›— 38 (61) (62)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	2 – 5 Ω	Wiring.
24.0	B1865	LR ETR squib (R12/6) **Short circuit test** ⊓– ⊓+ **(for rear side airbag only)**	N2/7 32 —‹ Ω ›— 37 (56) (61) 5 —‹ Ω ›— 37 (29) (61)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

99J00959

Fig. 43: SRS & ETR Diagnosis (2000 E Class-17 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
25.0	B1866	RR ETR squib (R12/7) **HHT actual values** **(for rear side airbag only)**		Ignition key in position "2".	√ F	 ⇒ 25.1
25.1		RR ETR squib (R12/7) **HHT actual values**	R12/7 1 — 2	Remove ignition key. Disconnect connector on R12/7, Connect , **See fig. 55** Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/7 ⇒ 25.2
25.2		RR ETR squib (R12/7) **Resistance**	N2/7 41 (65) — Ω — 42 (66)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	2 – 5 Ω	Wiring.
26.0	B1866	RR ETR squib (R12/7) **Short circuit test** ⌈⌉– ⌈⌉+ **(for rear side airbag only)**	N2/7 32 (56) — Ω — 41 (65) 5 (29) — Ω — 41 (65)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

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Fig. 44: SRS & ETR Diagnosis (2000 E Class-18 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
27.0	B1868	Left rear side windowbag squib (R12/22) **HHT actual values**		Ignition key in position "2".	√ F	 ⇒ 27.1
27.1		Left rear side windowbag squib (R12/22) **HHT actual values**	R12/22 1 — 2	Remove ignition key. Disconnect connector on R12/22, Connect , See fig. 55 Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/22 ⇒ 27.2
27.2		Left rear side windowbag squib (R12/22) **Resistance**	N2/7 21 (45) — Ω — 22 (46)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	2 – 5 Ω	Wiring.
28.0	B1868	Left rear side windowbag squib (R12/22) **Short circuit test** ⊓– ⊓+	N2/7 32 (56) — Ω — 21 (45) 5 (29) — Ω — 21 (45)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , See fig. 52	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

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Fig. 45: SRS & ETR Diagnosis (2000 E Class-19 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
29.0	B1B72	Right rear side windowbag squib (R12/23) **HHT actual values**		Ignition key in position "2".	√ F	 ⇒ 29.1
29.1		Right rear side windowbag squib (R12/23) **HHT actual values**	R12/23 1 —‹ ›— 2	Remove ignition key. Disconnect connector on R12/23, Connect , **See fig. 55** Set resistance to 3 Ω, Ignition key in position "2".	√ F	R12/23 ⇒ 29.2
29.2		Right rear side windowbag squib (R12/23) **Resistance**	N2/7 25 —‹ ›— 26 (49) (50)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	2 – 5 Ω	Wiring.
30.0	B1B72	Right rear side windowbag squib (R12/23) **Short circuit test** ⊓– ⊓+	N2/7 32 —‹ ›— 25 (56) (49) 5 —‹ ›— 25 (29) (49)	Remove ignition key. Disconnect connector on N2/7 using aid. Connect , **See fig. 52**	>20 kΩ >20 kΩ	Wiring, Short circuit after circuit 31, 30, 15, 15R

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Fig. 46: SRS & ETR Diagnosis (2000 E Class-20 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒	[tester symbol]	Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ [tester symbol] display	Possible cause/Remedy
31.0	B1315	Front passenger seat occupied recognition with automatic child seat recognition (ACSR) (B48) **Voltage supply**	X55/4 4 —(-V+)— 1	Disconnect connector on X55/4. Ignition key in position "1".	11 – 14 V	Wiring. If values are OK: ⇒ 31.1
31.1		Front passenger seat occupied recognition with automatic child seat recognition (ACSR) (B48) **Short circuit test** Γ1– Γ1+	X55/4 — N2/7 3 —(-Ω+)— 32 (56) 3 —(-Ω+)— 5 (29)	Remove ignition key. Disconnect connector on X55/4 Disconnect connector on N2/7 using aid. Connect [adapter symbol], See fig. 52	>20 kΩ >20 kΩ	Short circuit to positive, Short circuit to ground. If values are OK: ⇒ 31.2
31.2		Front passenger seat occupied recognition with automatic child seat recognition (ACSR) (B48) **Data line** Data line fault/Communication	X55/4 — N2/7 3 —(-Ω+)— 46 (70)	Remove ignition key. Disconnect connector on X55/4 Disconnect connector on N2/7 using aid. Connect [adapter symbol], See fig. 52	<1 Ω	Wiring. B48

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Fig. 47: SRS & ETR Diagnosis (2000 E Class-21 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
32.0	B1315	***Non-USA vehicles only.***				
32.1	B1315	***Non-USA vehicles only.***				
32.2	B1315	***Non-USA vehicles only.***				
33.0	B1878	Automatic child seat recognition warning lamp (N72e1) **HHT actual values**		Position the version coded and approved MB child seat "Babysafe" onto the front passenger seat facing forward/rearward. Ignition key in position "2". Wait approx. 15 seconds.	N72e1 illuminates. √ F	N72e1 ⇒ 33.1
33.1		Automatic child seat recognition warning lamp (N72e1) **Continuity Check** –//–	N2/7 58 (82) —Ω— N72 2	Remove ignition key. Disconnect connector on lower control field control module (N72). Disconnect connector on N2/7 using aid. Connect , See fig. 52	< 1 Ω F	Line from N2/7 to N72. B48 ⇒ 33.2

99G00964

Fig. 48: SRS & ETR Diagnosis (2000 E Class-22 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

⇒		Test scope/ Actual value no. and text	Test connection	Test condition	Nominal value/ display	Possible cause/Remedy
33.2		Automatic child seat recognition warning lamp (N72e1) **Short circuit test** ┌┐– ┌┐+	N2/7 32 (56) — Ω — 58 (82) 5 (29) — Ω — 58 (82)	Remove ignition key. Disconnect connector on lower control field control module (N72). Disconnect connector on N2/7 using aid. Connect, **See fig. 52**	>20 kΩ >20 kΩ	Short circuit after circuit 31, 30, 15, 15R
34.0		Diagnostic line (N2/7) **Continuitity Check**	N2/7 X11/4 8 (32) — Ω — 30	Remove ignition key. Disconnect connector on N2/7 using aid. Connect, **See fig. 52**	<1 Ω	Wiring.
35.0	B1875	***Non-USA vehicles only.***				
35.1	B1875	***Non-USA vehicles only.***				
36.0	B1875	***Non-USA vehicles only.***				

99H00965

Fig. 49: SRS & ETR Diagnosis (2000 E Class-23 Of 23)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

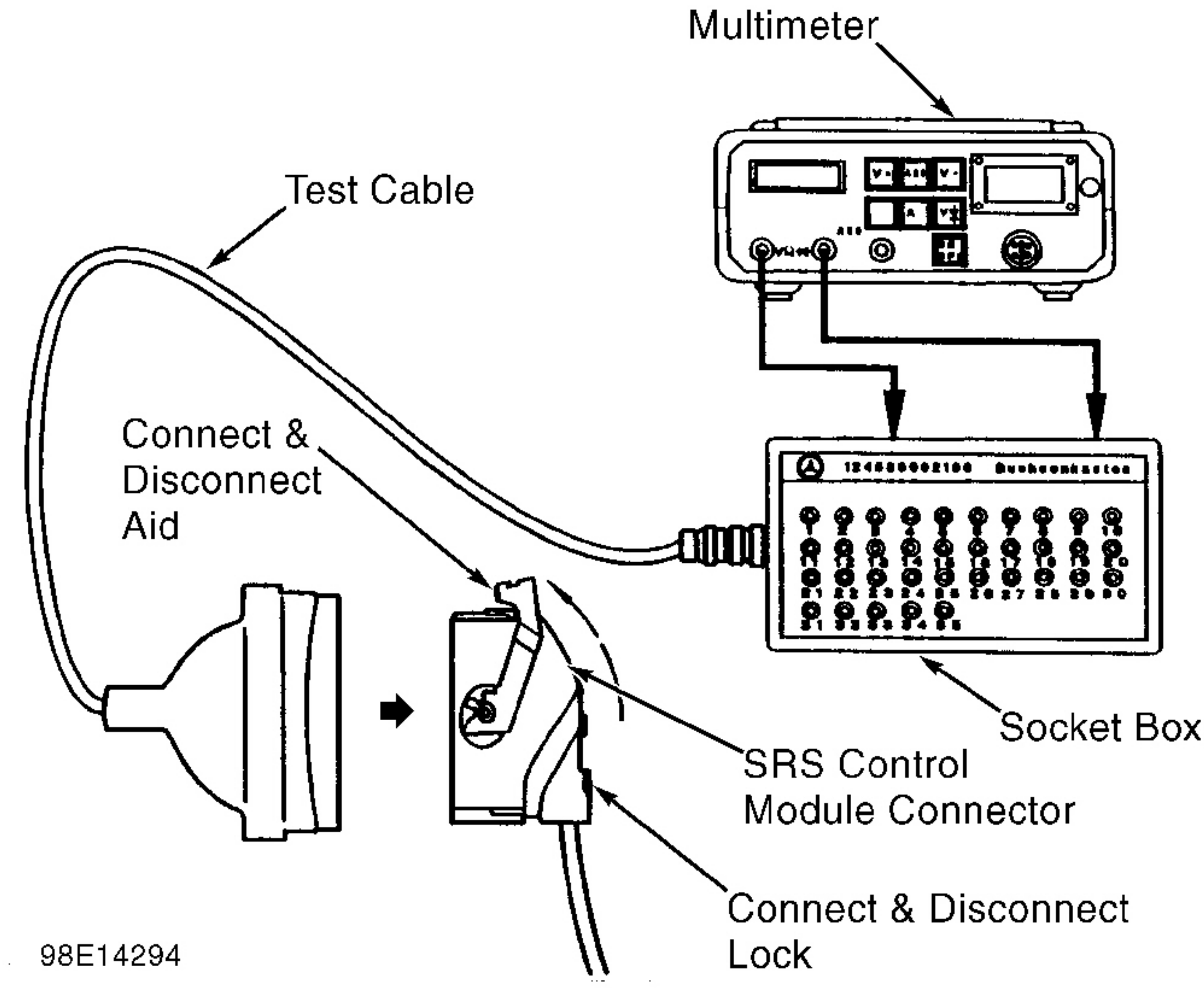


Fig. 50: Connecting Socket Box (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

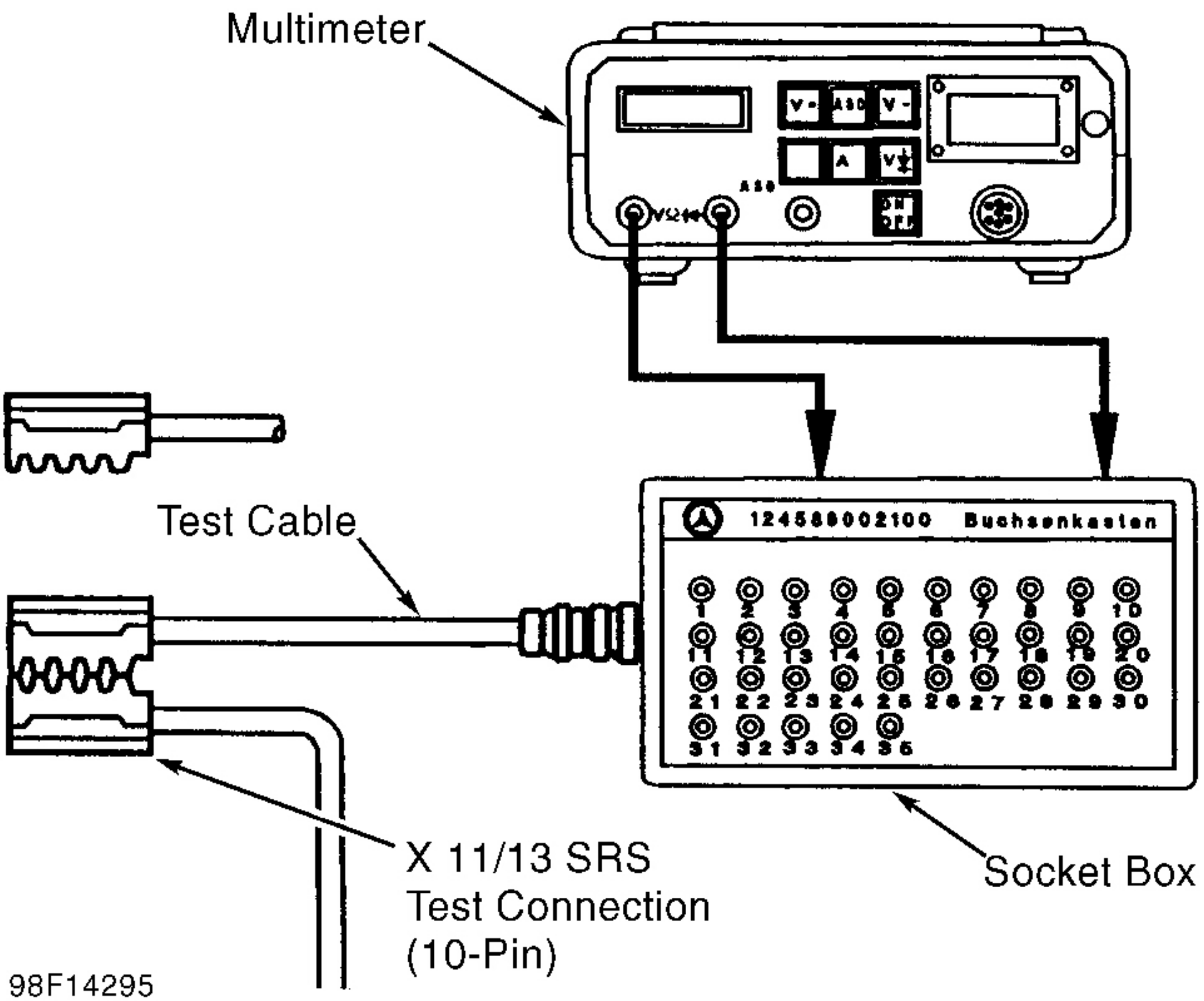


Fig. 51: Connecting Socket Box (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

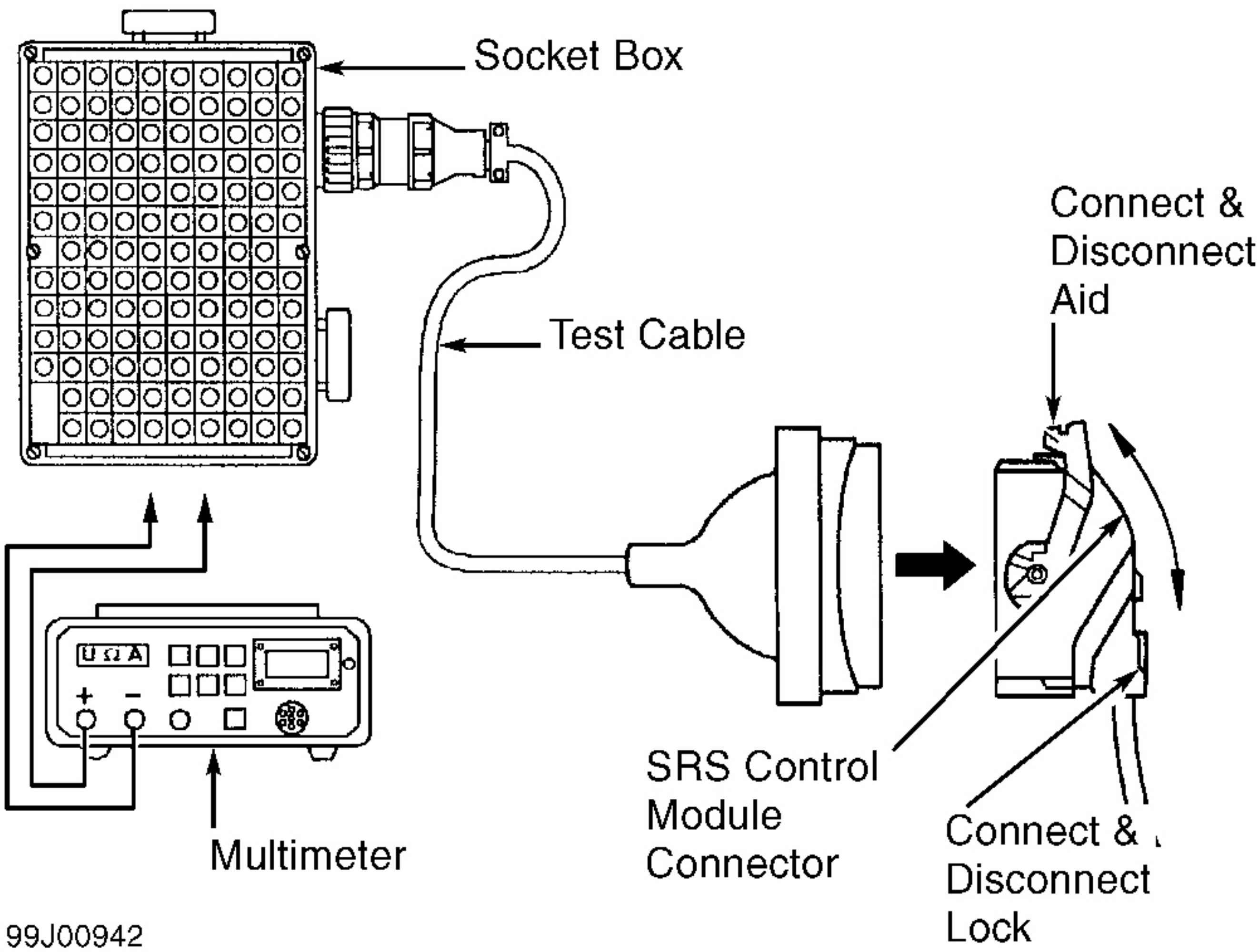


Fig. 52: Connecting Socket Box (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

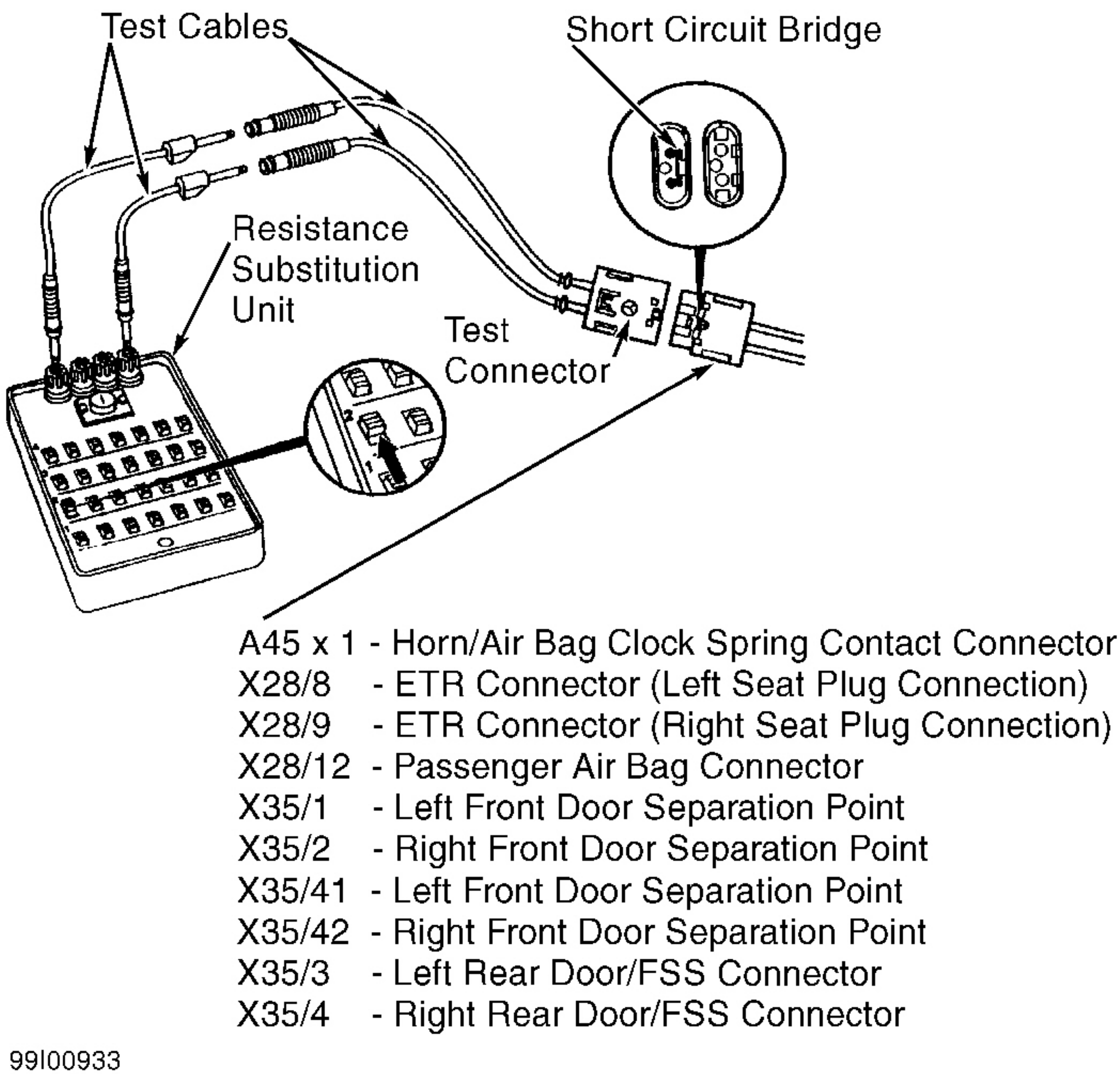


Fig. 53: Connecting Resistance Substitution Unit (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

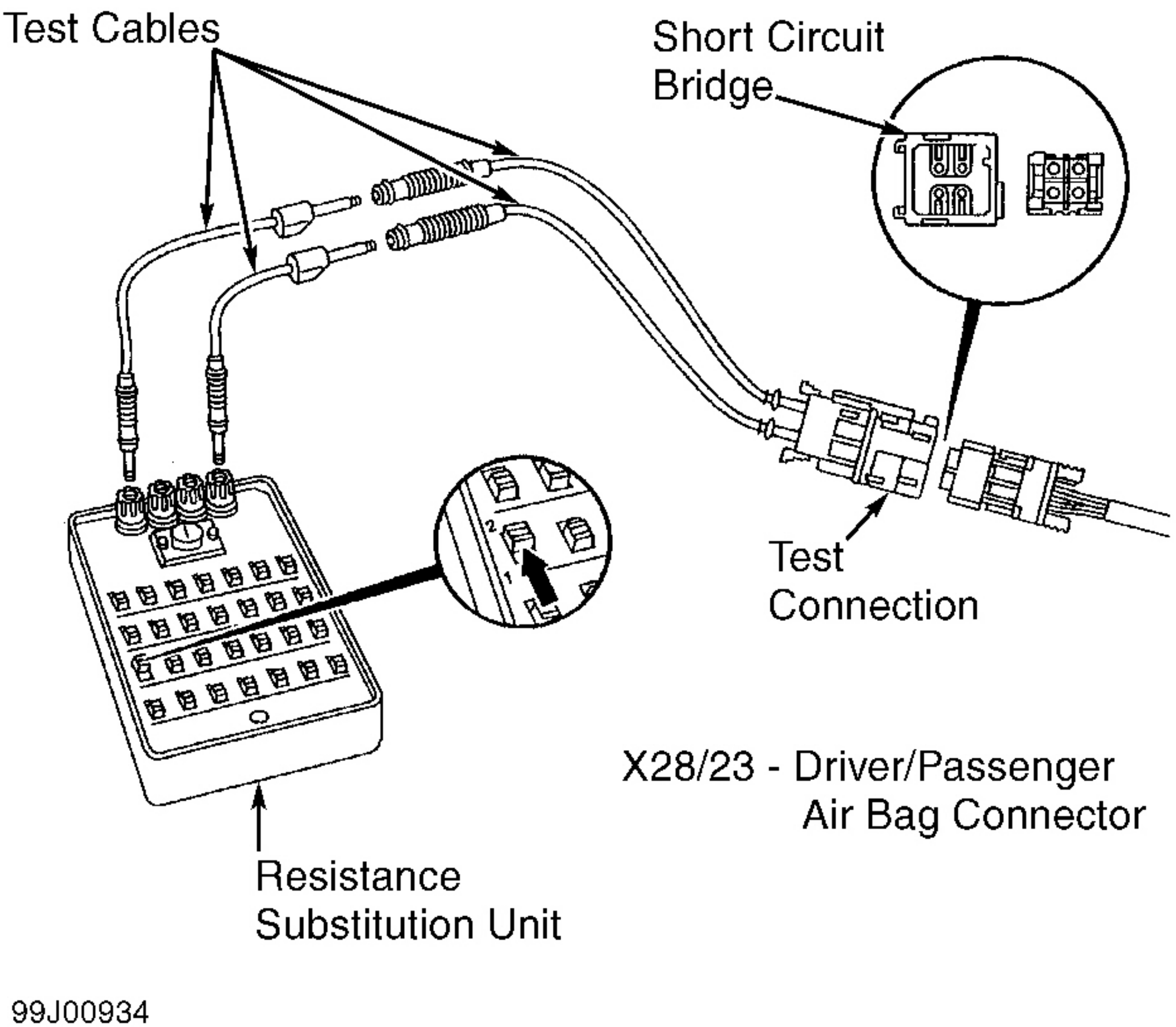
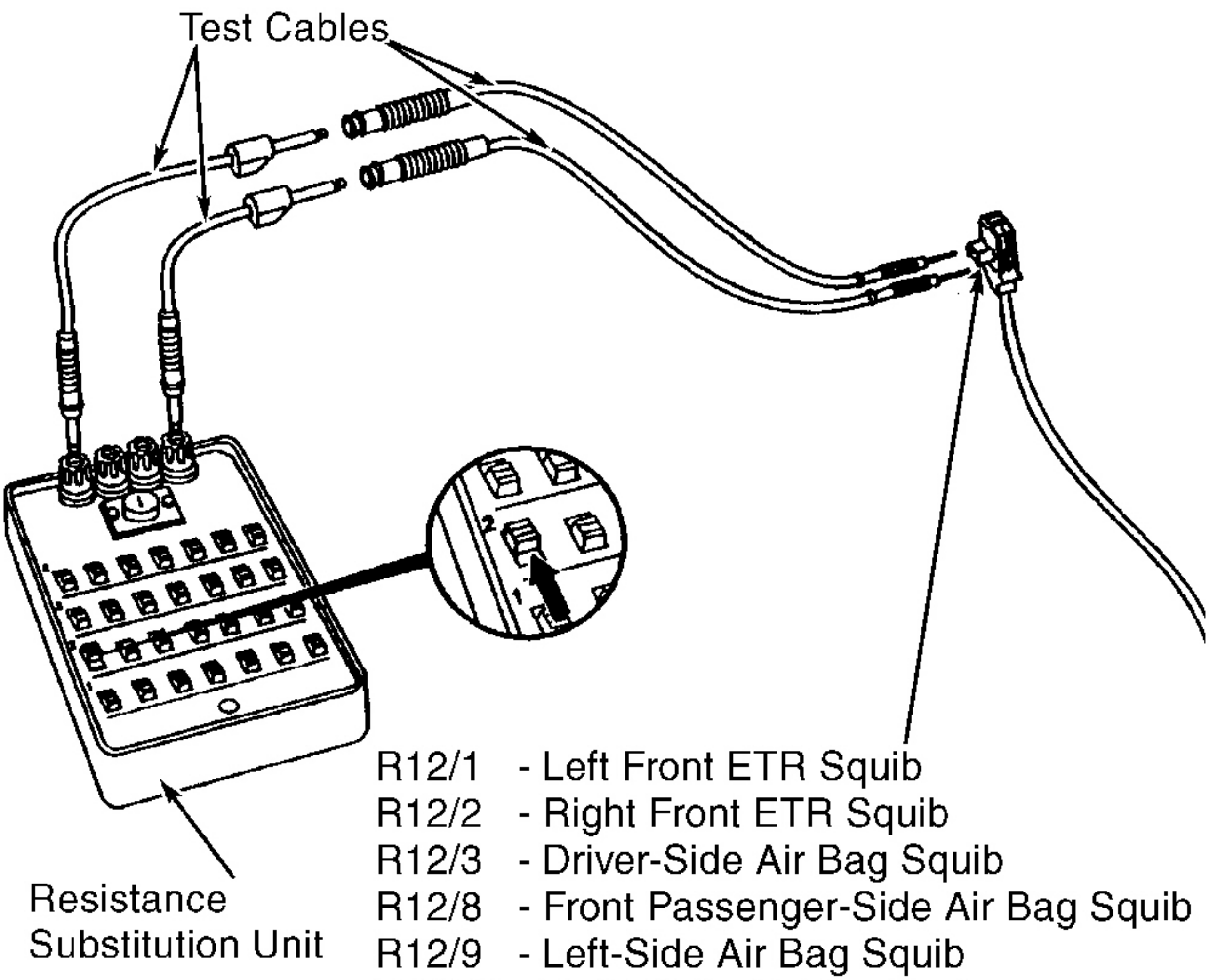


Fig. 54: Connecting Resistance Substitution Unit (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.



R12/1 - Left Front ETR Squib
R12/2 - Right Front ETR Squib
R12/3 - Driver-Side Air Bag Squib
R12/8 - Front Passenger-Side Air Bag Squib
R12/9 - Left-Side Air Bag Squib
R12/10 - Right-Side Air Bag Squib
R12/6 - Left Rear ETR Squib
R12/7 - Right Rear ETR Squib
R12/11 - Left Rear Side Air Bag Squib
R12/12 - Right Rear Side Air Bag Squib
R12/20 - Left Front Side Air Bag Squib
R12/21 - Right Front Side Air Bag Squib
R12/22 - Left Rear Side Window Air Bag Squib
R12/23 - Right Rear Side Window Air Bag Squib

99I00941

Fig. 55: Connecting Resistance Substitution Unit (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

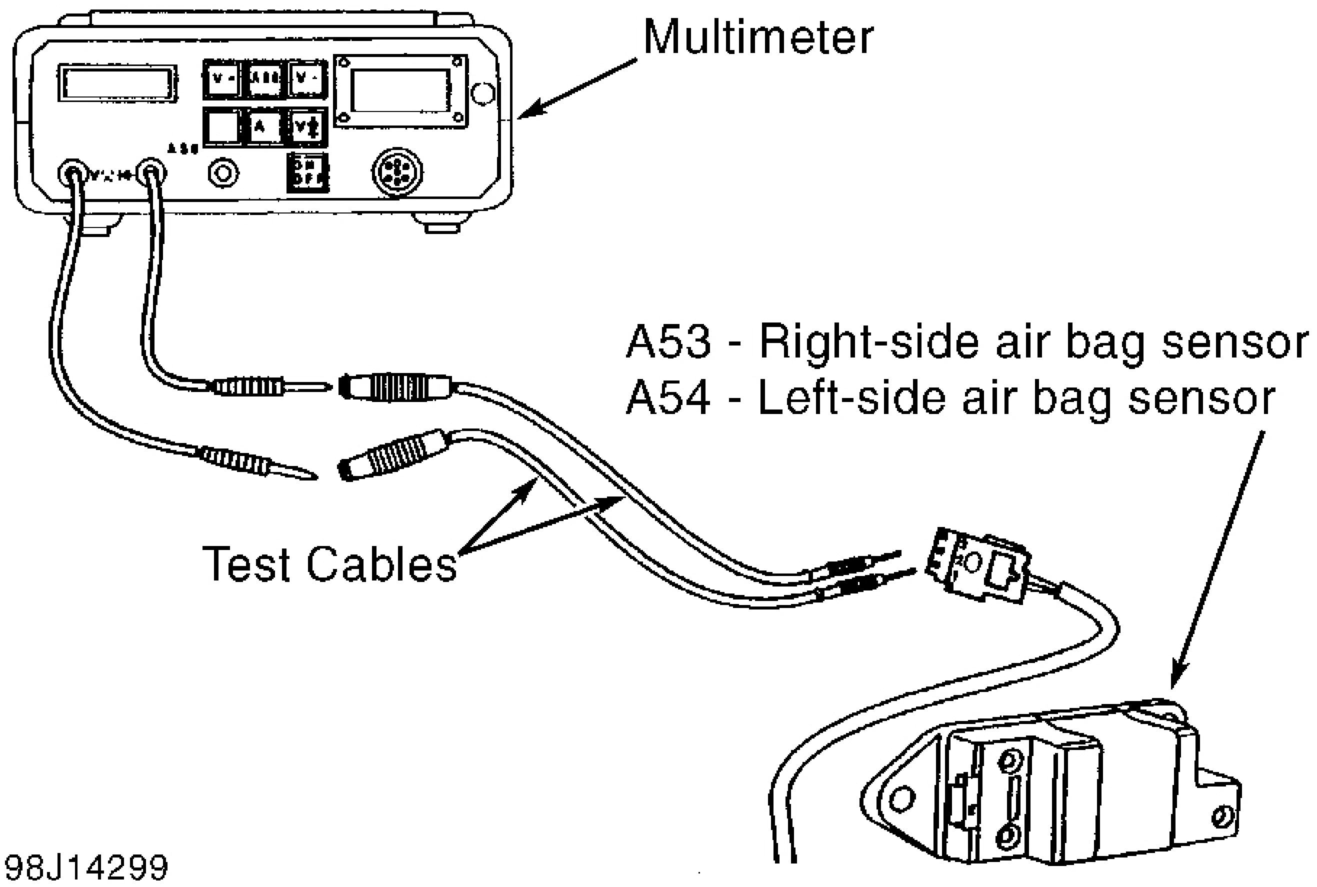


Fig. 56: Testing Side Air Bag Sensor (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

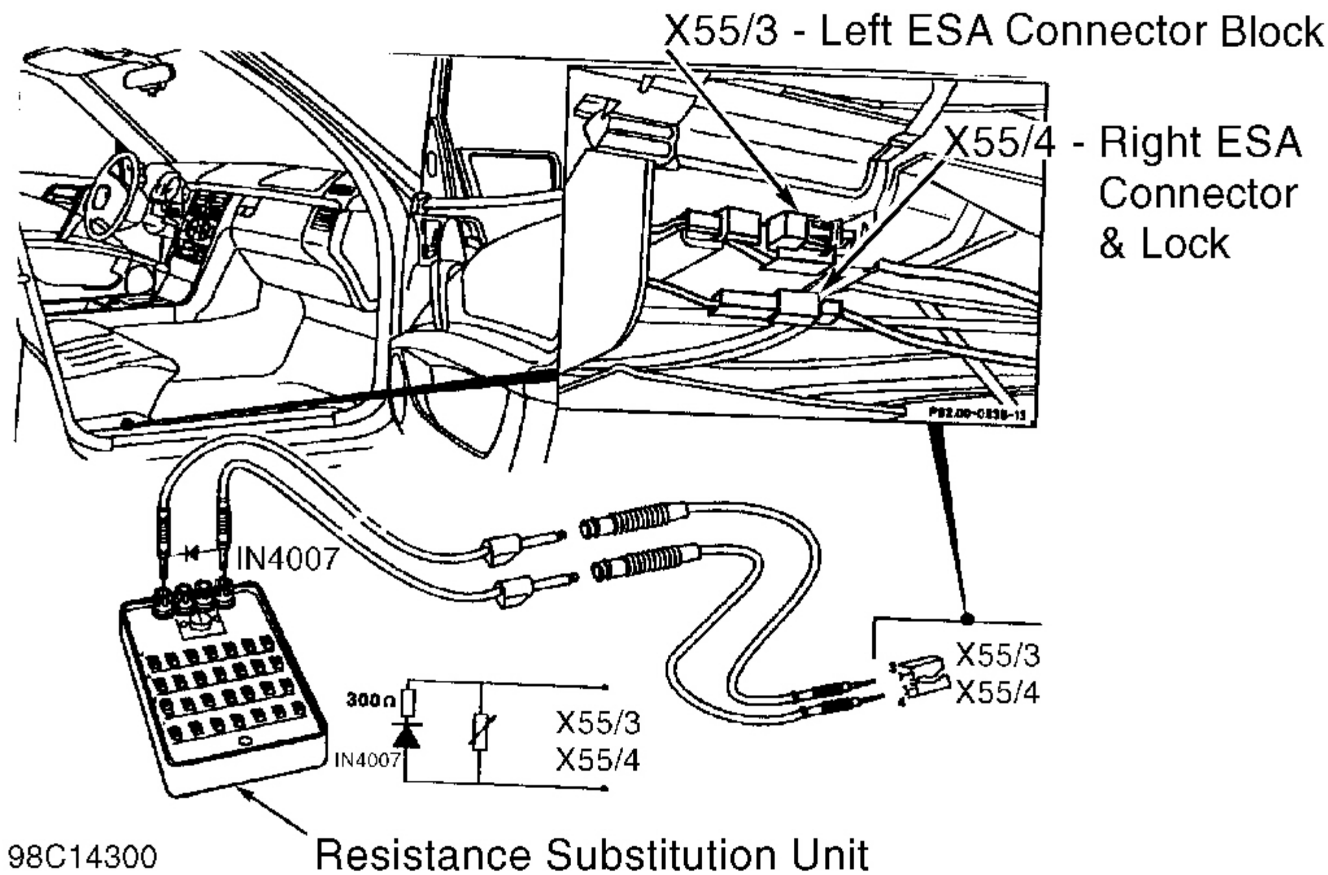


Fig. 57: Testing Seat Occupation Recognition Sensor (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

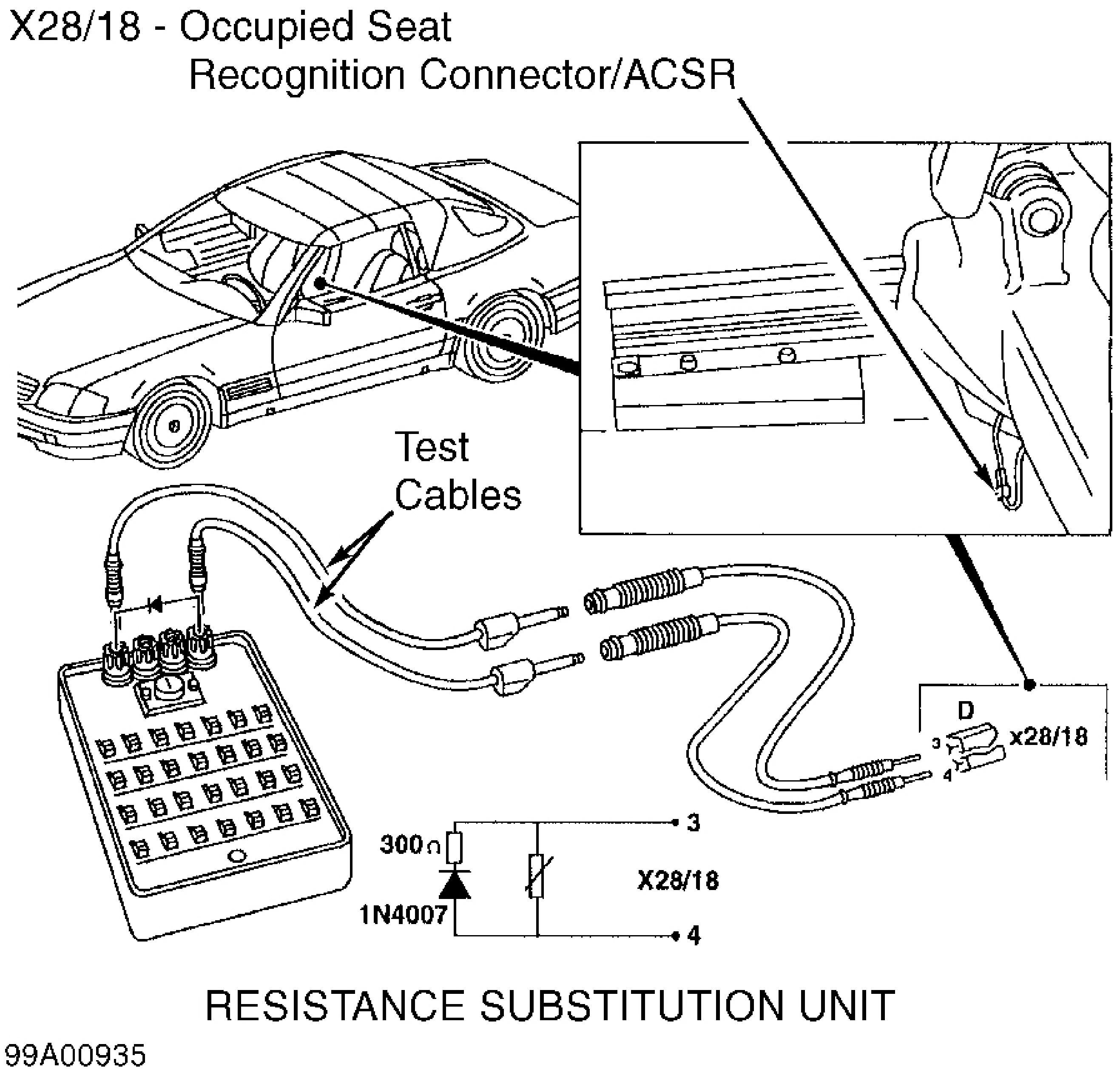


Fig. 58: Testing Seat Occupation Recognition Sensor (2000 Models)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

WIRE REPAIR

If any part of SRS wiring harness is damaged, DO NOT repair wiring harness, replace complete wiring harness.

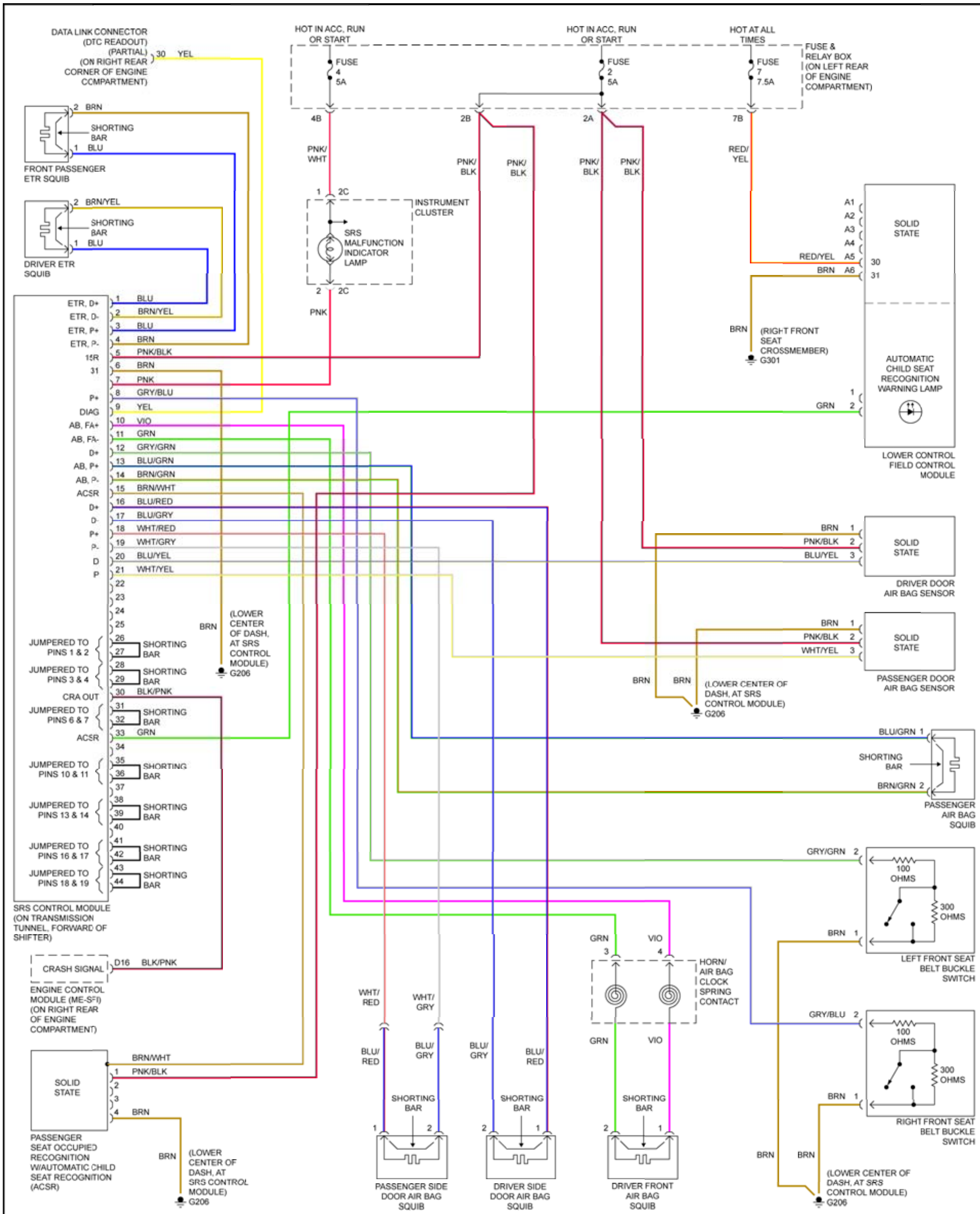
TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS[1]

Application	**Ft. Lbs (N.m)**
Steering wheel hub bolt	52-66 (70-90)
	INCH Lbs. (N.m)
Driver air bag module bolts (torx)	44-62 (5-7)

(1) Torque specifications are not available for clockspring assembly, control module or passenger-side air bag module.

WIRING DIAGRAMS



DATA LINK CONNECTOR (DTC READOUT) (PARTIAL) (ON RIGHT REAR CORNER OF ENGINE COMPARTMENT)
30 YEL
HOT IN ACC, RUN OR START
FUSE 4 5A
HOT IN ACC, RUN OR START
FUSE 2 5A
HOT AT ALL TIMES
FUSE 7 7.5A
FUSE & RELAY BOX (ON LEFT REAR OF ENGINE COMPARTMENT)
4B
2B
2A
7B
PNK/WHT
PNK/BLK
RED/YEL
2 BRN
SHORTING BAR
1 BLU
FRONT PASSENGER ETR SQUIB
2 BRN/YEL
SHORTING BAR
1 BLU
DRIVER ETR SQUIB
1 2C
INSTRUMENT CLUSTER
SRS MALFUNCTION INDICATOR LAMP
2 2C
PNK
SOLID STATE
A1
A2
A3
A4
RED/YEL A5 30
BRN A6 31
BRN
(RIGHT FRONT SEAT CROSSMEMBER) G301
AUTOMATIC CHILD SEAT RECOGNITION WARNING LAMP
1
GRN 2
LOWER CONTROL FIELD CONTROL MODULE
ETR, D+ 1 BLU
ETR, D- 2 BRN/YEL
ETR, P+ 3 BLU
ETR, P- 4 BRN
15R 5 PNK/BLK
31 6 BRN
7 PNK
P+ 8 GRY/BLU
DIAG 9 YEL
AB, FA+ 10 VIO
AB, FA- 11 GRN
D+ 12 GRY/GRN
AB, P+ 13 BLU/GRN
AB, P- 14 BRN/GRN
ACSR 15 BRN/WHT
D+ 16 BLU/RED
D- 17 BLU/GRY
P+ 18 WHT/RED
P- 19 WHT/GRY
D 20 BLU/YEL
P 21 WHT/YEL
22
23
24
25
JUMPERED TO PINS 1 & 2 26 27 SHORTING BAR
JUMPERED TO PINS 3 & 4 28 29 SHORTING BAR
CRA OUT 30 BLK/PNK
JUMPERED TO PINS 6 & 7 31 32 SHORTING BAR
ACSR 33 GRN
34
JUMPERED TO PINS 10 & 11 35 36 SHORTING BAR
37
JUMPERED TO PINS 13 & 14 38 39 SHORTING BAR
40
JUMPERED TO PINS 16 & 17 41 42 SHORTING BAR
JUMPERED TO PINS 18 & 19 43 44 SHORTING BAR
SRS CONTROL MODULE (ON TRANSMISSION TUNNEL, FORWARD OF SHIFTER)
BRN
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G206
BRN 1
PNK/BLK 2
BLU/YEL 3
SOLID STATE
DRIVER DOOR AIR BAG SENSOR
BRN 1
PNK/BLK 2
WHT/YEL 3
SOLID STATE
PASSENGER DOOR AIR BAG SENSOR
BRN
BRN
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G206
BLU/GRN 1
SHORTING BAR
BRN/GRN 2
PASSENGER AIR BAG SQUIB
GRY/GRN 2
100 OHMS
300 OHMS
BRN 1
LEFT FRONT SEAT BELT BUCKLE SWITCH
CRASH SIGNAL D16 BLK/PNK
ENGINE CONTROL MODULE (ME-SFI) (ON RIGHT REAR OF ENGINE COMPARTMENT)
GRN 3
VIO 4
HORN/ AIR BAG CLOCK SPRING CONTACT
GRN
VIO
GRY/BLU 2
100 OHMS
300 OHMS
BRN 1
RIGHT FRONT SEAT BELT BUCKLE SWITCH
WHT/RED
WHT/GRY
BLU/RED
BLU/GRY
BLU/GRY
BLU/RED
BRN/WHT
1 PNK/BLK
2
3
4 BRN
SOLID STATE
PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ACSR)
BRN
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G206
SHORTING BAR
1 2
PASSENGER SIDE DOOR AIR BAG SQUIB
SHORTING BAR
2 1
DRIVER SIDE DOOR AIR BAG SQUIB
SHORTING BAR
2 1
DRIVER FRONT AIR BAG SQUIB
BRN
BRN
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G206
127359

Fig. 59: Air Bag System Wiring Diagram (2000 C230 & C280)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

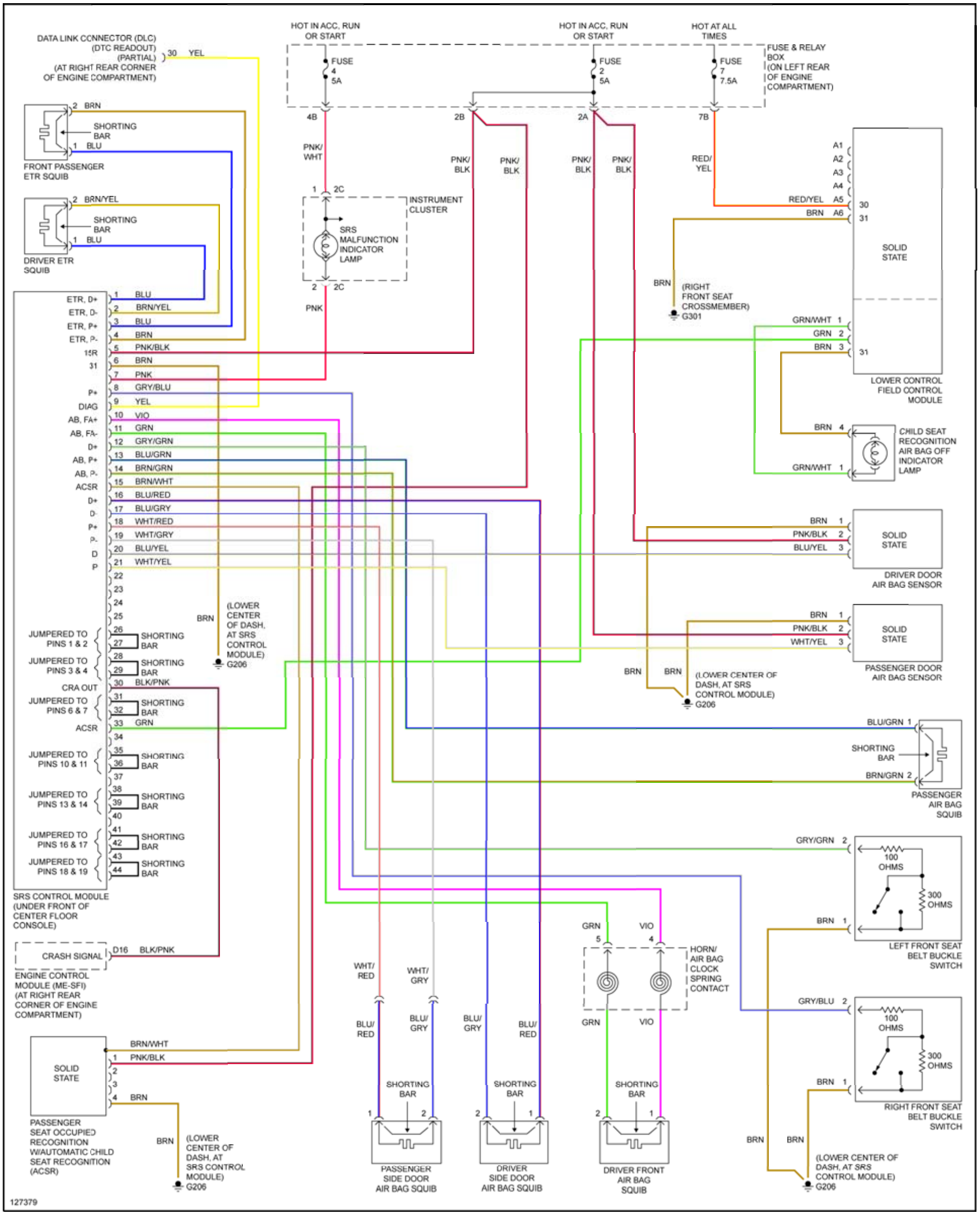

DATA LINK CONNECTOR (DLC) (DTC READOUT) (PARTIAL) (AT RIGHT REAR CORNER OF ENGINE COMPARTMENT)
HOT IN ACC, RUN OR START
HOT IN ACC, RUN OR START
HOT AT ALL TIMES
FUSE & RELAY BOX (ON LEFT REAR OF ENGINE COMPARTMENT)
FUSE 4 5A
FUSE 2 5A
FUSE 7 7.5A
FRONT PASSENGER ETR SQUIB
DRIVER ETR SQUIB
SHORTING BAR
INSTRUMENT CLUSTER
SRS MALFUNCTION INDICATOR LAMP
SOLID STATE
LOWER CONTROL FIELD CONTROL MODULE
(RIGHT FRONT SEAT CROSSMEMBER) G301
CHILD SEAT RECOGNITION AIR BAG OFF INDICATOR LAMP
DRIVER DOOR AIR BAG SENSOR
PASSENGER DOOR AIR BAG SENSOR
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G206
PASSENGER AIR BAG SQUIB
LEFT FRONT SEAT BELT BUCKLE SWITCH
RIGHT FRONT SEAT BELT BUCKLE SWITCH
100 OHMS
300 OHMS
HORN/ AIR BAG CLOCK SPRING CONTACT
SRS CONTROL MODULE (UNDER FRONT OF CENTER FLOOR CONSOLE)
ETR, D+
ETR, D-
ETR, P+
ETR, P-
15R
31
P+
DIAG
AB, FA+
AB, FA-
D+
AB, P+
AB, P-
ACSR
CRA OUT
JUMPERED TO PINS 1 & 2
JUMPERED TO PINS 3 & 4
JUMPERED TO PINS 6 & 7
JUMPERED TO PINS 10 & 11
JUMPERED TO PINS 13 & 14
JUMPERED TO PINS 16 & 17
JUMPERED TO PINS 18 & 19
CRASH SIGNAL
ENGINE CONTROL MODULE (ME-SFI) (AT RIGHT REAR CORNER OF ENGINE COMPARTMENT)
PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ACSR)
PASSENGER SIDE DOOR AIR BAG SQUIB
DRIVER SIDE DOOR AIR BAG SQUIB
DRIVER FRONT AIR BAG SQUIB
127379

Fig. 60: Air Bag System Wiring Diagram (2000 CLK320 & CLK430)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

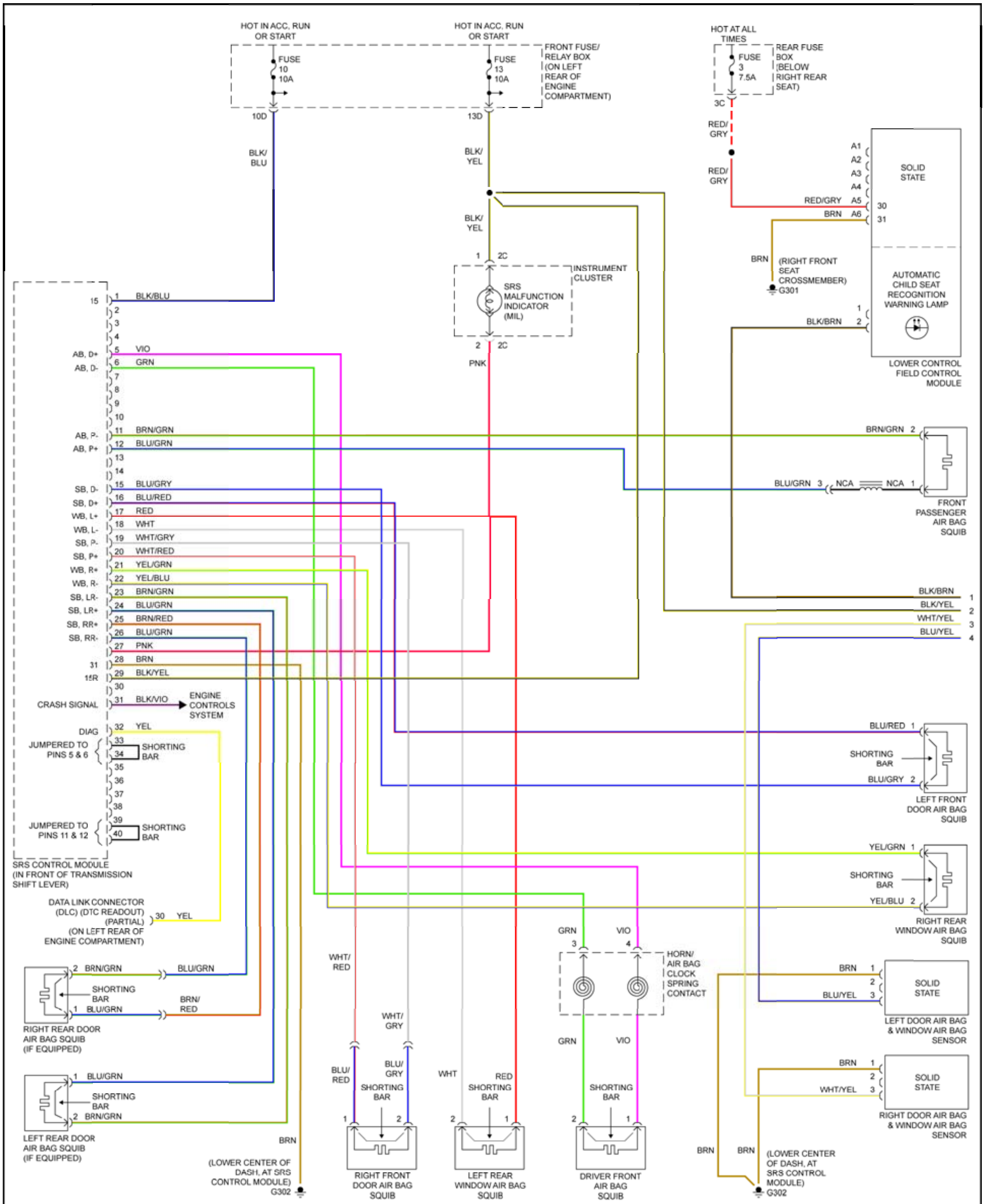

HOT IN ACC, RUN OR START
FUSE 10 10A
HOT IN ACC, RUN OR START
FUSE 13 10A
FRONT FUSE/ RELAY BOX (ON LEFT REAR OF ENGINE COMPARTMENT)
HOT AT ALL TIMES
FUSE 3 7.5A
REAR FUSE BOX (BELOW RIGHT REAR SEAT)
SOLID STATE
AUTOMATIC CHILD SEAT RECOGNITION WARNING LAMP
LOWER CONTROL FIELD CONTROL MODULE
(RIGHT FRONT SEAT CROSSMEMBER) G301
SRS MALFUNCTION INDICATOR (MIL)
INSTRUMENT CLUSTER
FRONT PASSENGER AIR BAG SQUIB
CRASH SIGNAL
ENGINE CONTROLS SYSTEM
JUMPERED TO PINS 5 & 6
JUMPERED TO PINS 11 & 12
SHORTING BAR
SRS CONTROL MODULE (IN FRONT OF TRANSMISSION SHIFT LEVER)
DATA LINK CONNECTOR (DLC) (DTC READOUT) (PARTIAL) (ON LEFT REAR OF ENGINE COMPARTMENT)
LEFT FRONT DOOR AIR BAG SQUIB
RIGHT REAR WINDOW AIR BAG SQUIB
HORN/ AIR BAG CLOCK SPRING CONTACT
LEFT DOOR AIR BAG & WINDOW AIR BAG SENSOR
RIGHT DOOR AIR BAG & WINDOW AIR BAG SENSOR
RIGHT REAR DOOR AIR BAG SQUIB (IF EQUIPPED)
LEFT REAR DOOR AIR BAG SQUIB (IF EQUIPPED)
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G302
RIGHT FRONT DOOR AIR BAG SQUIB
LEFT REAR WINDOW AIR BAG SQUIB
DRIVER FRONT AIR BAG SQUIB
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G302
127467

Fig. 61: Air Bag System Wiring Diagram (2000 E320 & E430-1of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

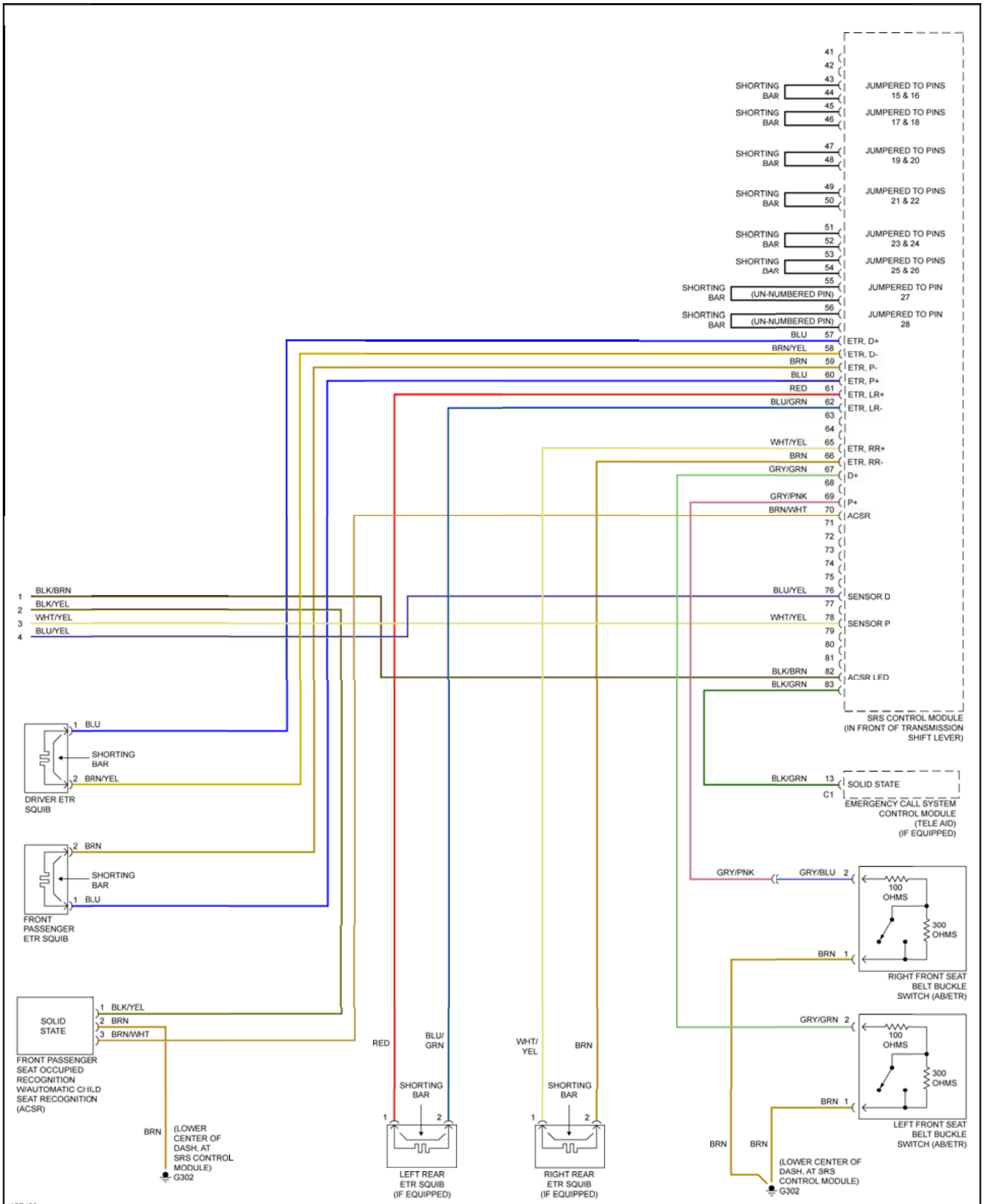
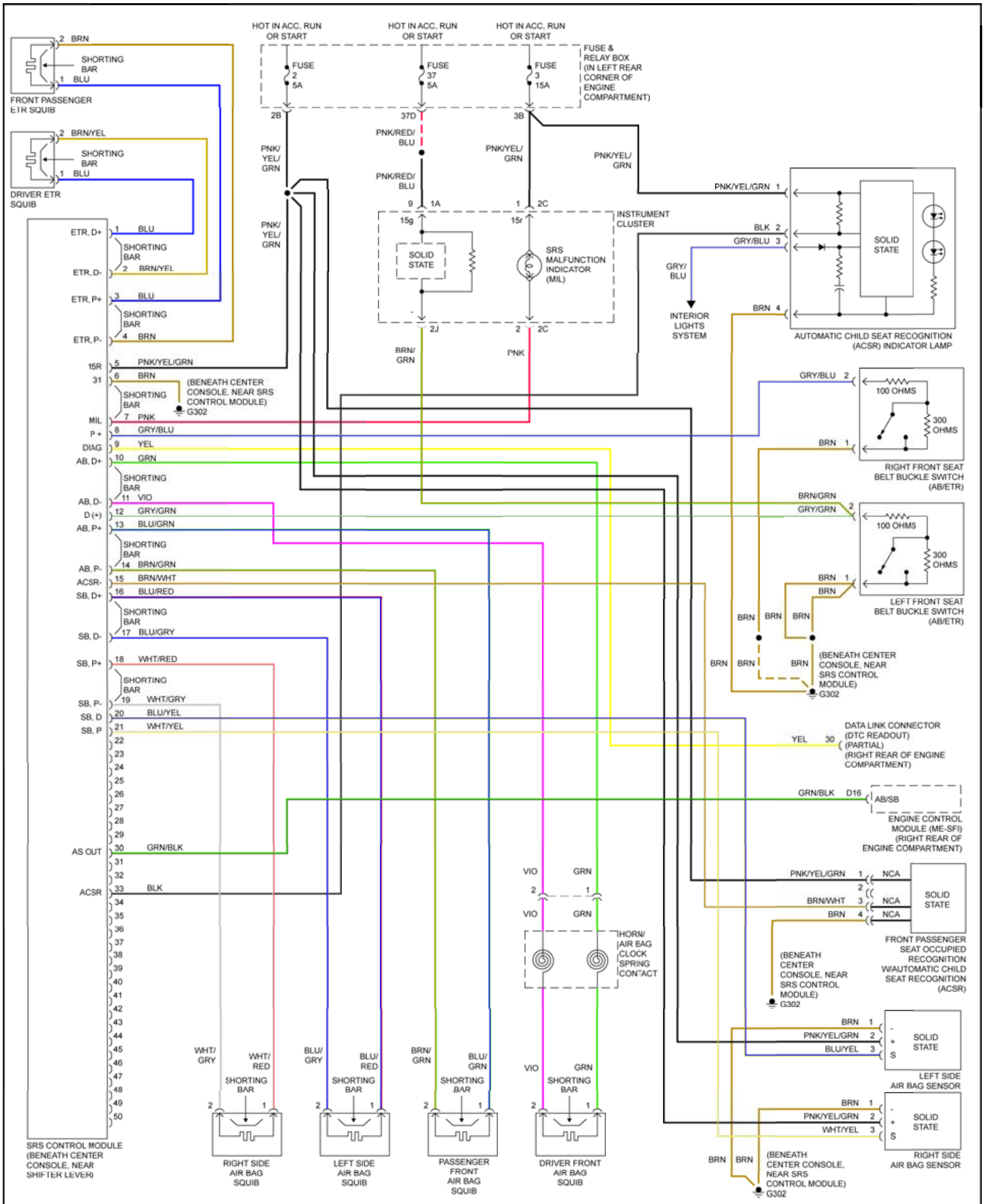

SHORTING BAR
JUMPERED TO PINS 15 & 16
JUMPERED TO PINS 17 & 18
JUMPERED TO PINS 19 & 20
JUMPERED TO PINS 21 & 22
JUMPERED TO PINS 23 & 24
JUMPERED TO PINS 25 & 26
(UN-NUMBERED PIN)
JUMPERED TO PIN 27
JUMPERED TO PIN 28
BLU 57 ETR, D+
BRN/YEL 58 ETR, D-
BRN 59 ETR, P-
BLU 60 ETR, P+
RED 61 ETR, LR+
BLU/GRN 62 ETR, LR-
WHT/YEL 65 ETR, RR+
BRN 66 ETR, RR-
GRY/GRN 67 D+
GRY/PNK 69 P+
BRN/WHT 70 ACSR
BLU/YEL 76 SENSOR D
WHT/YEL 78 SENSOR P
BLK/BRN 82 ACSR LED
BLK/GRN 83
SRS CONTROL MODULE (IN FRONT OF TRANSMISSION SHIFT LEVER)
1 BLK/BRN
2 BLK/YEL
3 WHT/YEL
4 BLU/YEL
DRIVER ETR SQUIB
FRONT PASSENGER ETR SQUIB
BLK/GRN 13 C1 SOLID STATE
EMERGENCY CALL SYSTEM CONTROL MODULE (TELE AID) (IF EQUIPPED)
GRY/PNK GRY/BLU
100 OHMS
300 OHMS
RIGHT FRONT SEAT BELT BUCKLE SWITCH (AB/ETR)
GRY/GRN
LEFT FRONT SEAT BELT BUCKLE SWITCH (AB/ETR)
SOLID STATE
1 BLK/YEL
2 BRN
3 BRN/WHT
FRONT PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ACSR)
BRN
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G302
RED
BLU/ GRN
WHT/ YEL
LEFT REAR ETR SQUIB (IF EQUIPPED)
RIGHT REAR ETR SQUIB (IF EQUIPPED)
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G302
127468

Fig. 62: Air Bag System Wiring Diagram (2000 E320 & E430-2of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.



HOT IN ACC, RUN OR START
HOT IN ACC, RUN OR START
HOT IN ACC, RUN OR START
FUSE 2 5A
FUSE 37 5A
FUSE 3 15A
FUSE & RELAY BOX (IN LEFT REAR CORNER OF ENGINE COMPARTMENT)
2B
37D
3B
PNK/RED/ BLU
PNK/RED/ BLU
PNK/YEL/ GRN
PNK/YEL/ GRN
PNK/YEL/ GRN
PNK/YEL/ GRN
PNK/YEL/GRN 1
BLK 2
GRY/BLU 3
BRN 4
GRY/ BLU
INTERIOR LIGHTS SYSTEM
SOLID STATE
AUTOMATIC CHILD SEAT RECOGNITION (ACSR) INDICATOR LAMP
INSTRUMENT CLUSTER
9 1A
1 2C
15g
15r
SOLID STATE
SRS MALFUNCTION INDICATOR (MIL)
2J
2 2C
BRN/ GRN
PNK
2 BRN
SHORTING BAR
1 BLU
FRONT PASSENGER ETR SQUIB
2 BRN/YEL
SHORTING BAR
1 BLU
DRIVER ETR SQUIB
ETR, D+ 1 BLU
SHORTING BAR
ETR, D- 2 BRN/YEL
ETR, P+ 3 BLU
SHORTING BAR
ETR, P- 4 BRN
15R 5 PNK/YEL/GRN
31 6 BRN
(BENEATH CENTER CONSOLE, NEAR SRS CONTROL MODULE) G302
SHORTING BAR
MIL 7 PNK
P+ 8 GRY/BLU
DIAG 9 YEL
AB, D+ 10 GRN
SHORTING BAR
AB, D- 11 VIO
D (+) 12 GRY/GRN
AB, P+ 13 BLU/GRN
SHORTING BAR
AB, P- 14 BRN/GRN
ACSR- 15 BRN/WHT
SB, D+ 16 BLU/RED
SHORTING BAR
SB, D- 17 BLU/GRY
SB, P+ 18 WHT/RED
SHORTING BAR
SB, P- 19 WHT/GRY
SB, D 20 BLU/YEL
SB, P 21 WHT/YEL
AS OUT 30 GRN/BLK
ACSR 33 BLK
SRS CONTROL MODULE (BENEATH CENTER CONSOLE, NEAR SHIFTER LEVER)
GRY/BLU 2
100 OHMS
300 OHMS
BRN 1
RIGHT FRONT SEAT BELT BUCKLE SWITCH (AB/ETR)
BRN/GRN
GRY/GRN 2
100 OHMS
300 OHMS
BRN 1
BRN
LEFT FRONT SEAT BELT BUCKLE SWITCH (AB/ETR)
BRN BRN BRN
BRN BRN BRN
(BENEATH CENTER CONSOLE, NEAR SRS CONTROL MODULE) G302
YEL 30
DATA LINK CONNECTOR (DTC READOUT) (PARTIAL) (RIGHT REAR OF ENGINE COMPARTMENT)
GRN/BLK D16
AB/SB
ENGINE CONTROL MODULE (ME-SFI) (RIGHT REAR OF ENGINE COMPARTMENT)
PNK/YEL/GRN 1 NCA
2
BRN/WHT 3 NCA
BRN 4 NCA
SOLID STATE
FRONT PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ACSR)
(BENEATH CENTER CONSOLE, NEAR SRS CONTROL MODULE) G302
VIO GRN
2 1
VIO GRN
HORN/ AIR BAG CLOCK SPRING CONTACT
BRN 1
PNK/YEL/GRN 2
BLU/YEL 3
SOLID STATE
LEFT SIDE AIR BAG SENSOR
BRN 1
PNK/YEL/GRN 2
WHT/YEL 3
SOLID STATE
RIGHT SIDE AIR BAG SENSOR
BRN BRN
(BENEATH CENTER CONSOLE, NEAR SRS CONTROL MODULE) G302
WHT/ GRY
WHT/ RED
SHORTING BAR
RIGHT SIDE AIR BAG SQUIB
BLU/ GRY
BLU/ RED
SHORTING BAR
LEFT SIDE AIR BAG SQUIB
BRN/ GRN
BLU/ GRN
SHORTING BAR
PASSENGER FRONT AIR BAG SQUIB
VIO
GRN
SHORTING BAR
DRIVER FRONT AIR BAG SQUIB
127477

Fig. 63: Air Bag System Wiring Diagram (2000 SLK230)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

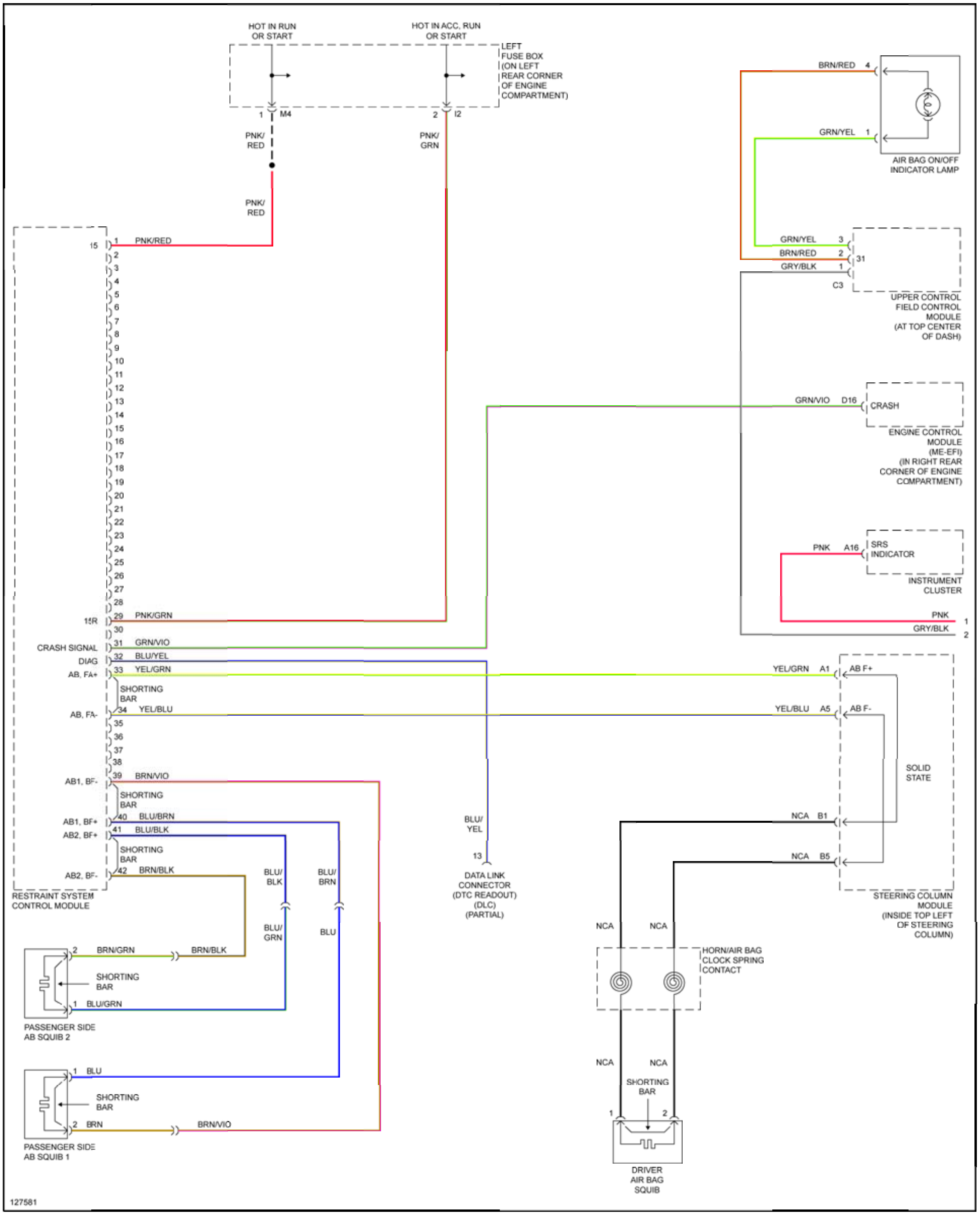

HOT IN RUN OR START
HOT IN ACC, RUN OR START
LEFT FUSE BOX (ON LEFT REAR CORNER OF ENGINE COMPARTMENT)
M4
I2
PNK/RED
PNK/GRN
BRN/RED
GRN/YEL
AIR BAG ON/OFF INDICATOR LAMP
GRY/BLK
C3
UPPER CONTROL FIELD CONTROL MODULE (AT TOP CENTER OF DASH)
GRN/VIO
D16
CRASH
ENGINE CONTROL MODULE (ME-EFI) (IN RIGHT REAR CORNER OF ENGINE COMPARTMENT)
PNK
A16
SRS INDICATOR
INSTRUMENT CLUSTER
15
15R
CRASH SIGNAL
DIAG
AB, FA+
AB, FA-
AB1, BF-
AB1, BF+
AB2, BF+
AB2, BF-
SHORTING BAR
BLU/YEL
YEL/GRN
YEL/BLU
BRN/VIO
BLU/BRN
BLU/BLK
BRN/BLK
RESTRAINT SYSTEM CONTROL MODULE
A1
A5
AB F+
AB F-
SOLID STATE
NCA
B1
B5
STEERING COLUMN MODULE (INSIDE TOP LEFT OF STEERING COLUMN)
BLU/YEL
DATA LINK CONNECTOR (DTC READOUT) (DLC) (PARTIAL)
BLU/GRN
BLU
BRN/GRN
PASSENGER SIDE AB SQUIB 2
BRN
PASSENGER SIDE AB SQUIB 1
HORN/AIR BAG CLOCK SPRING CONTACT
DRIVER AIR BAG SQUIB
127581

Fig. 64: Air Bag System Wiring Diagram (2000 S430 & S500-1 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

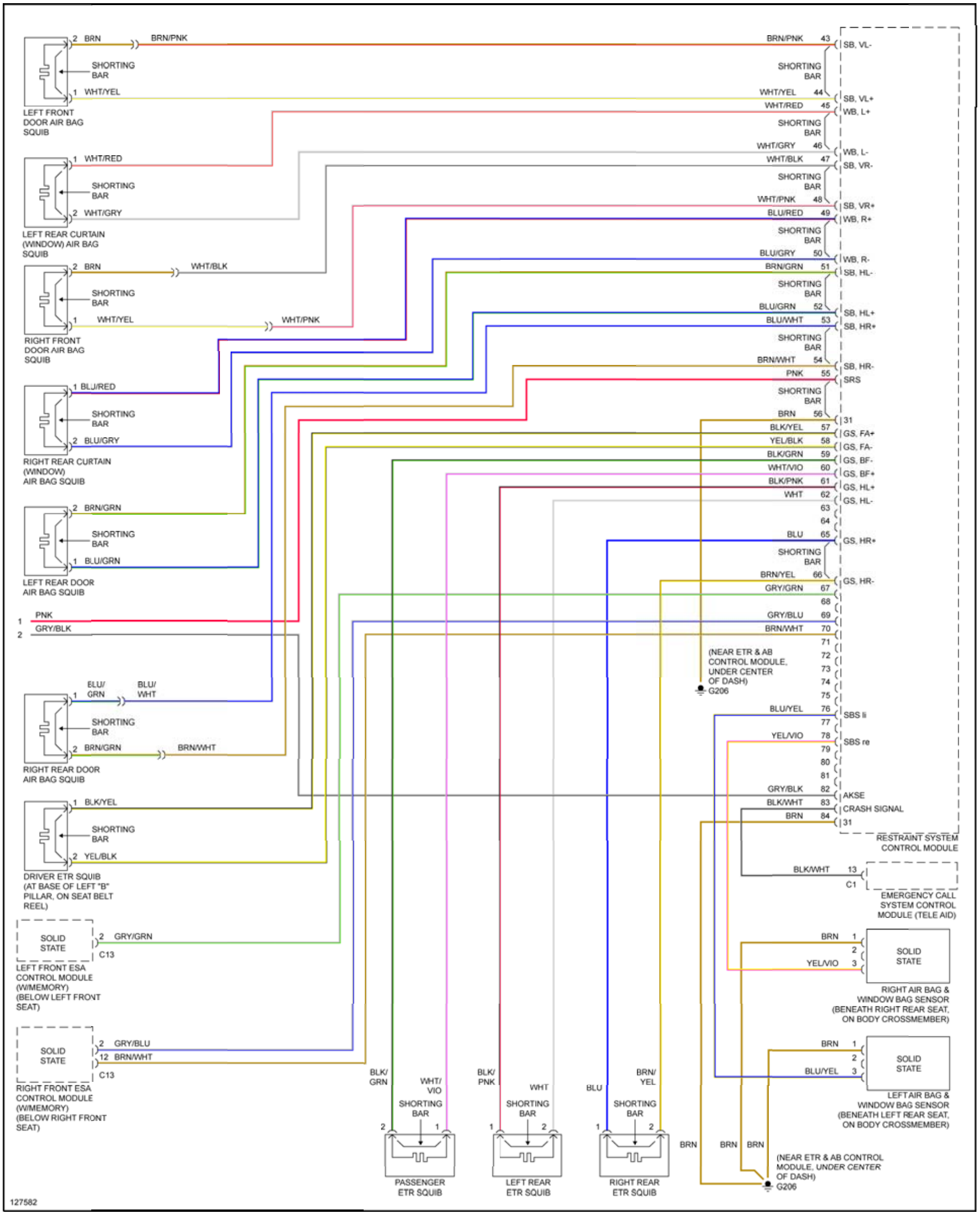

LEFT FRONT DOOR AIR BAG SQUIB
LEFT REAR CURTAIN (WINDOW) AIR BAG SQUIB
RIGHT FRONT DOOR AIR BAG SQUIB
RIGHT REAR CURTAIN (WINDOW) AIR BAG SQUIB
LEFT REAR DOOR AIR BAG SQUIB
RIGHT REAR DOOR AIR BAG SQUIB
DRIVER ETR SQUIB (AT BASE OF LEFT "B" PILLAR, ON SEAT BELT REEL)
LEFT FRONT ESA CONTROL MODULE (W/MEMORY) (BELOW LEFT FRONT SEAT)
RIGHT FRONT ESA CONTROL MODULE (W/MEMORY) (BELOW RIGHT FRONT SEAT)
SHORTING BAR
SOLID STATE
RESTRAINT SYSTEM CONTROL MODULE
EMERGENCY CALL SYSTEM CONTROL MODULE (TELE AID)
RIGHT AIR BAG & WINDOW BAG SENSOR (BENEATH RIGHT REAR SEAT, ON BODY CROSSMEMBER)
LEFT AIR BAG & WINDOW BAG SENSOR (BENEATH LEFT REAR SEAT, ON BODY CROSSMEMBER)
PASSENGER ETR SQUIB
LEFT REAR ETR SQUIB
RIGHT REAR ETR SQUIB
(NEAR ETR & AB CONTROL MODULE, UNDER CENTER OF DASH) G206
SB, VL-
SB, VL+
WB, L+
WB, L-
SB, VR-
SB, VR+
WB, R+
WB, R-
SB, HL-
SB, HL+
SB, HR+
SB, HR-
SRS
GS, FA+
GS, FA-
GS, BF-
GS, BF+
GS, HL+
GS, HL-
GS, HR+
GS, HR-
SBS li
SBS re
AKSE
CRASH SIGNAL
BRN/PNK
WHT/YEL
WHT/RED
WHT/GRY
WHT/BLK
WHT/PNK
BLU/RED
BLU/GRY
BRN/GRN
BLU/GRN
BLU/WHT
BRN/WHT
PNK
BRN
BLK/YEL
YEL/BLK
BLK/GRN
WHT/VIO
BLK/PNK
WHT
BLU
BRN/YEL
GRY/GRN
GRY/BLU
BLU/YEL
YEL/VIO
GRY/BLK
BLK/WHT
C1
C13
127582

Fig. 65: Air Bag System Wiring Diagram (2000 S430 & S500-2 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

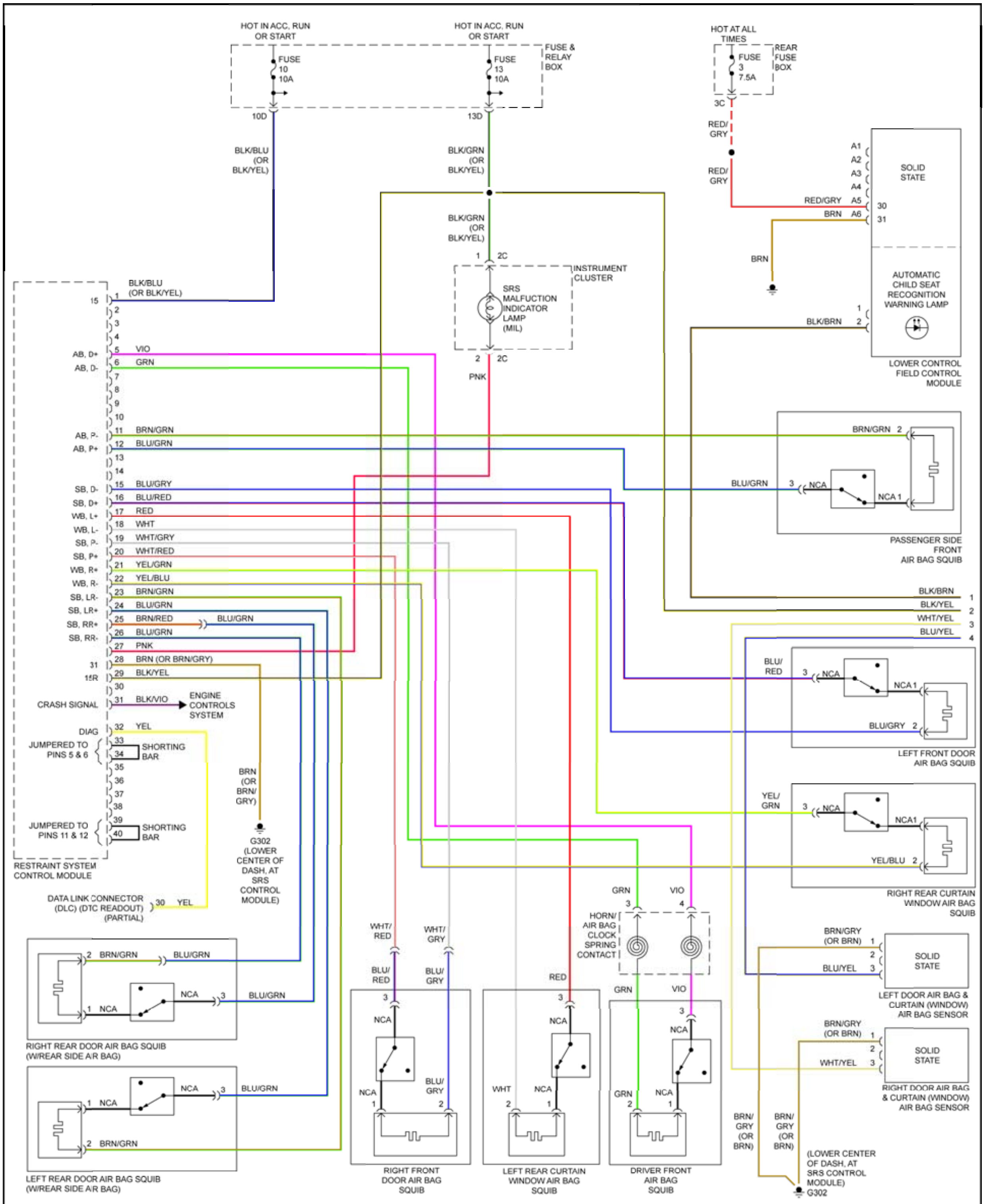

HOT IN ACC, RUN OR START
HOT IN ACC, RUN OR START
HOT AT ALL TIMES
FUSE 10 10A
FUSE 13 10A
FUSE & RELAY BOX
FUSE 3 7.5A
REAR FUSE BOX
SOLID STATE
AUTOMATIC CHILD SEAT RECOGNITION WARNING LAMP
LOWER CONTROL FIELD CONTROL MODULE
INSTRUMENT CLUSTER
SRS MALFUCTION INDICATOR LAMP (MIL)
PASSENGER SIDE FRONT AIR BAG SQUIB
LEFT FRONT DOOR AIR BAG SQUIB
RIGHT REAR CURTAIN WINDOW AIR BAG SQUIB
RESTRAINT SYSTEM CONTROL MODULE
CRASH SIGNAL
ENGINE CONTROLS SYSTEM
JUMPERED TO PINS 5 & 6
SHORTING BAR
JUMPERED TO PINS 11 & 12
DATA LINK CONNECTOR (DLC) (DTC READOUT) (PARTIAL)
G302 (LOWER CENTER OF DASH, AT SRS CONTROL MODULE)
HORN/ AIR BAG CLOCK SPRING CONTACT
LEFT DOOR AIR BAG & CURTAIN (WINDOW) AIR BAG SENSOR
RIGHT DOOR AIR BAG & CURTAIN (WINDOW) AIR BAG SENSOR
RIGHT REAR DOOR AIR BAG SQUIB (W/REAR SIDE AIR BAG)
LEFT REAR DOOR AIR BAG SQUIB (W/REAR SIDE AIR BAG)
RIGHT FRONT DOOR AIR BAG SQUIB
LEFT REAR CURTAIN WINDOW AIR BAG SQUIB
DRIVER FRONT AIR BAG SQUIB
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE) G302
142160

Fig. 66: Air Bag System Wiring Diagram (2001 E320 & E430-1 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

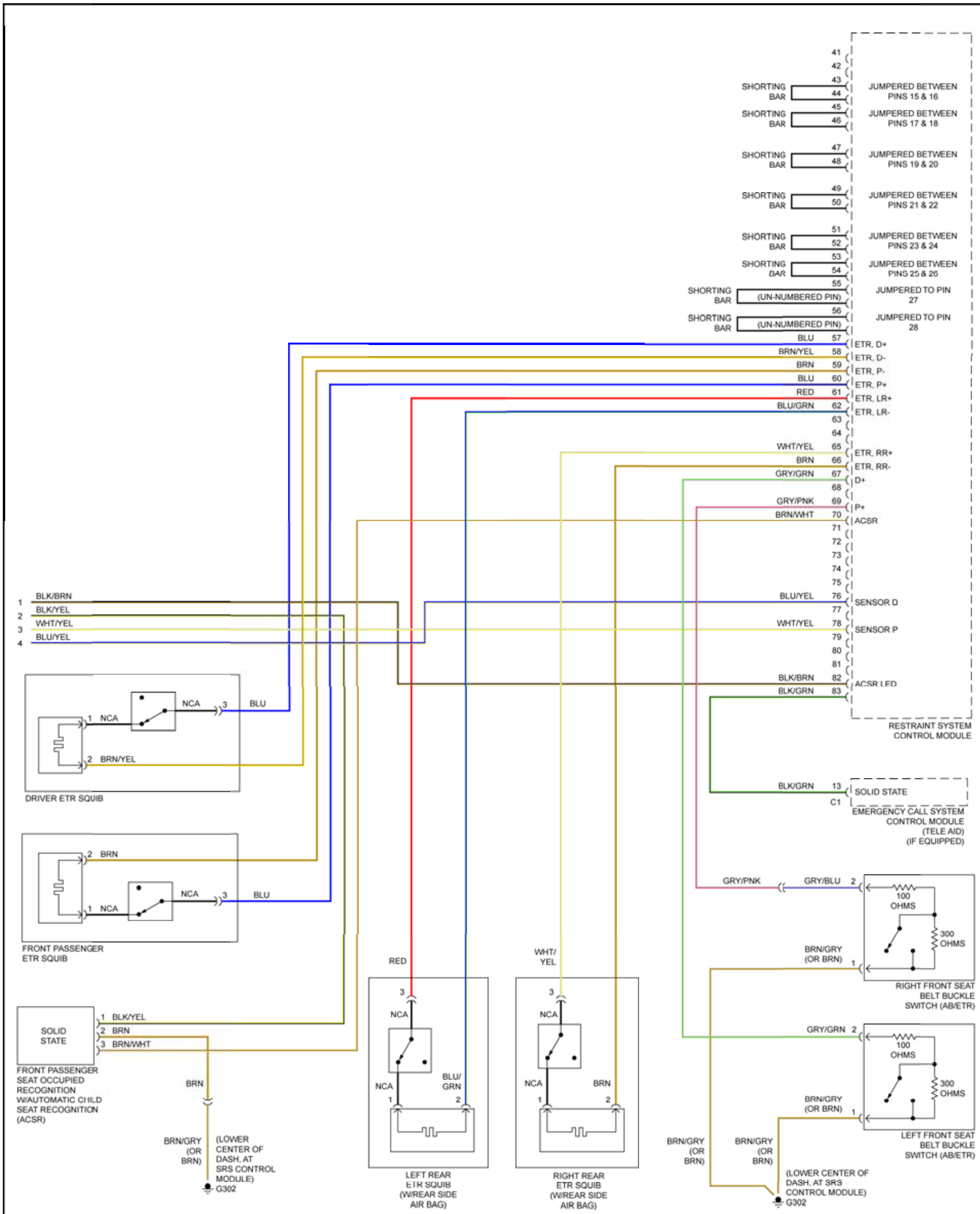
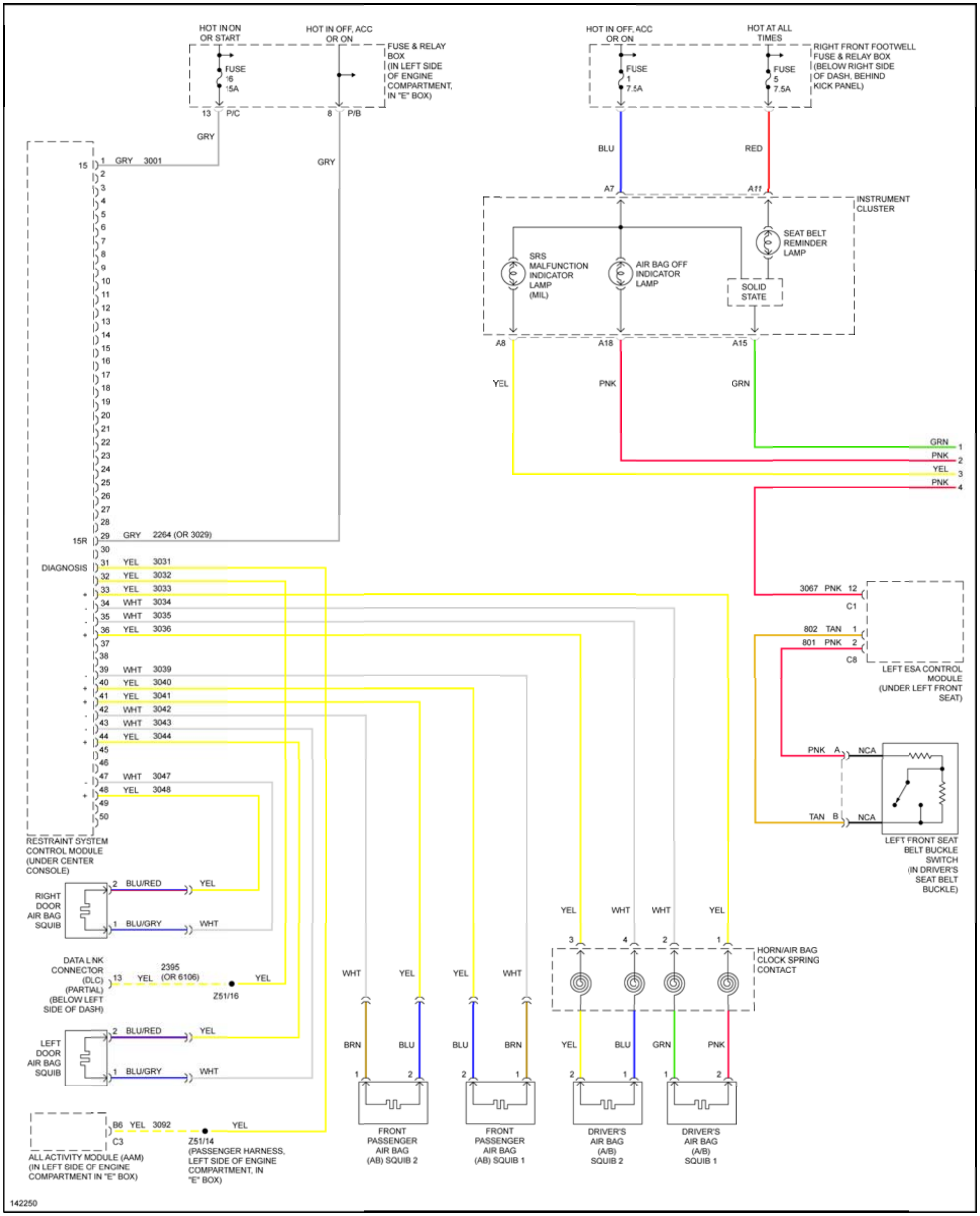

SHORTING BAR
JUMPERED BETWEEN PINS 15 & 16
JUMPERED BETWEEN PINS 17 & 18
JUMPERED BETWEEN PINS 19 & 20
JUMPERED BETWEEN PINS 21 & 22
JUMPERED BETWEEN PINS 23 & 24
JUMPERED BETWEEN PINS 25 & 26
(UN-NUMBERED PIN)
JUMPERED TO PIN 27
JUMPERED TO PIN 28
ETR, D+
ETR, D-
ETR, P-
ETR, P+
ETR, LR+
ETR, LR-
ETR, RR+
ETR, RR-
D+
P+
ACSR
SENSOR D
SENSOR P
ACSR LED
RESTRAINT SYSTEM CONTROL MODULE
SOLID STATE
EMERGENCY CALL SYSTEM CONTROL MODULE (TELE AID) (IF EQUIPPED)
BLK/BRN
BLK/YEL
WHT/YEL
BLU/YEL
BLK/GRN
BRN/YEL
BLU
BRN
RED
BLU/GRN
GRY/GRN
GRY/PNK
BRN/WHT
GRY/BLU
NCA
DRIVER ETR SQUIB
FRONT PASSENGER ETR SQUIB
100 OHMS
300 OHMS
BRN/GRY (OR BRN)
RIGHT FRONT SEAT BELT BUCKLE SWITCH (AB/ETR)
LEFT FRONT SEAT BELT BUCKLE SWITCH (AB/ETR)
FRONT PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ACSR)
(LOWER CENTER OF DASH, AT SRS CONTROL MODULE)
G302
LEFT REAR ETR SQUIB (W/REAR SIDE AIR BAG)
RIGHT REAR ETR SQUIB (W/REAR SIDE AIR BAG)
WHT/ YEL
C1
142161

Fig. 67: Air Bag System Wiring Diagram (2001 E320 & E430-2 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.



HOT IN ON OR START
HOT IN OFF, ACC OR ON
FUSE 16 15A
FUSE & RELAY BOX (IN LEFT SIDE OF ENGINE COMPARTMENT, IN "E" BOX)
HOT IN OFF, ACC OR ON
HOT AT ALL TIMES
FUSE 1 7.5A
FUSE 5 7.5A
RIGHT FRONT FOOTWELL FUSE & RELAY BOX (BELOW RIGHT SIDE OF DASH, BEHIND KICK PANEL)
INSTRUMENT CLUSTER
SRS MALFUNCTION INDICATOR LAMP (MIL)
AIR BAG OFF INDICATOR LAMP
SEAT BELT REMINDER LAMP
SOLID STATE
DIAGNOSIS
RESTRAINT SYSTEM CONTROL MODULE (UNDER CENTER CONSOLE)
LEFT ESA CONTROL MODULE (UNDER LEFT FRONT SEAT)
LEFT FRONT SEAT BELT BUCKLE SWITCH (IN DRIVER'S SEAT BELT BUCKLE)
RIGHT DOOR AIR BAG SQUIB
DATA LINK CONNECTOR (DLC) (PARTIAL) (BELOW LEFT SIDE OF DASH)
2395 (OR 6106)
Z51/16
HORN/AIR BAG CLOCK SPRING CONTACT
LEFT DOOR AIR BAG SQUIB
ALL ACTIVITY MODULE (AAM) (IN LEFT SIDE OF ENGINE COMPARTMENT IN "E" BOX)
Z51/14 (PASSENGER HARNESS, LEFT SIDE OF ENGINE COMPARTMENT, IN "E" BOX)
FRONT PASSENGER AIR BAG (AB) SQUIB 2
FRONT PASSENGER AIR BAG (AB) SQUIB 1
DRIVER'S AIR BAG (A/B) SQUIB 2
DRIVER'S AIR BAG (A/B) SQUIB 1
142250

Fig. 68: Air Bag System Wiring Diagram (2001 ML320 & ML430 With Memory Seats-1 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

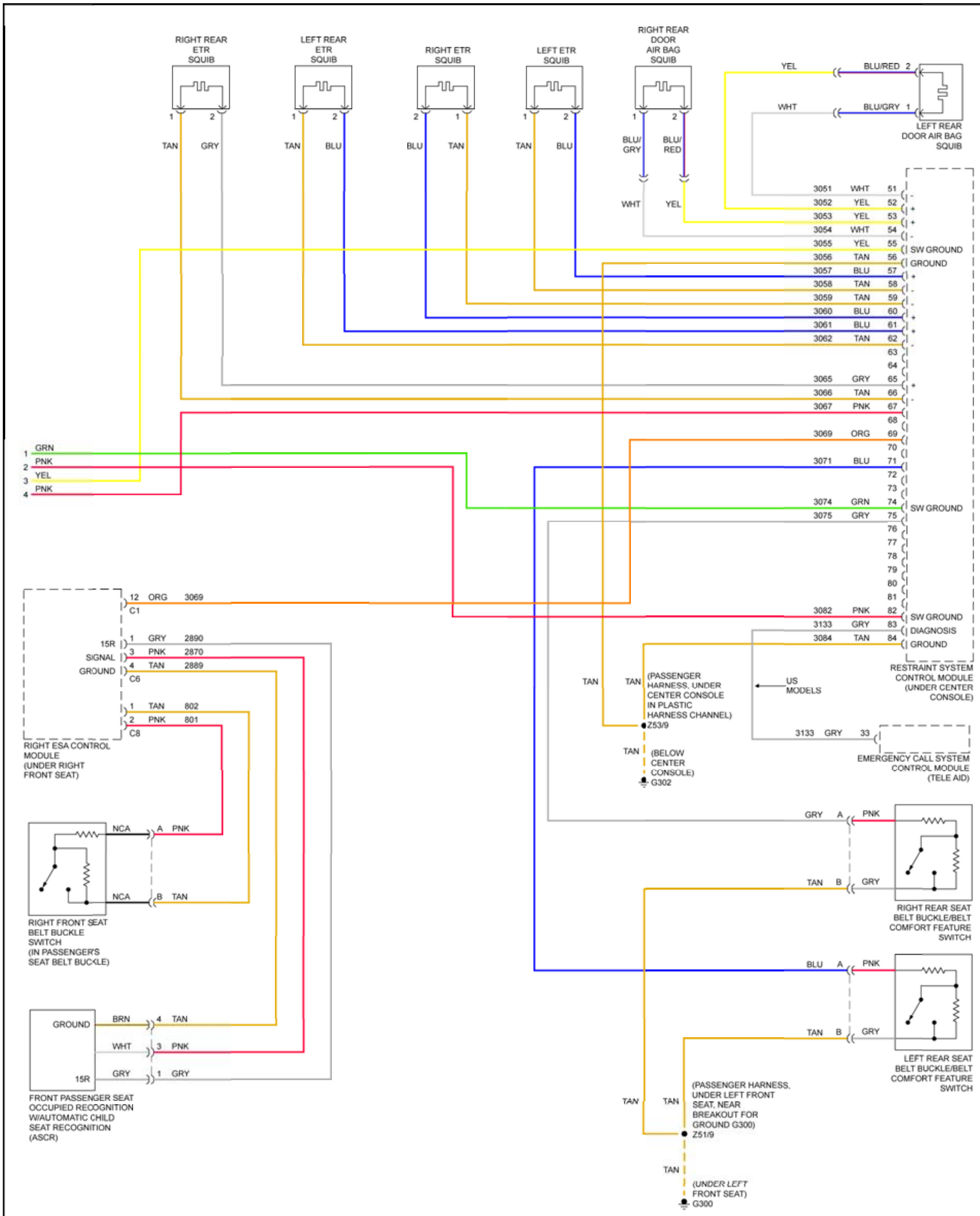

RIGHT REAR ETR SQUIB
LEFT REAR ETR SQUIB
RIGHT ETR SQUIB
LEFT ETR SQUIB
RIGHT REAR DOOR AIR BAG SQUIB
LEFT REAR DOOR AIR BAG SQUIB
YEL
BLU/RED 2
WHT
BLU/GRY 1
TAN
GRY
BLU
BLU/ GRY
BLU/ RED
3051 WHT 51
3052 YEL 52
3053 YEL 53
3054 WHT 54
3055 YEL 55 SW GROUND
3056 TAN 56 GROUND
3057 BLU 57
3058 TAN 58
3059 TAN 59
3060 BLU 60
3061 BLU 61
3062 TAN 62
63
64
3065 GRY 65
3066 TAN 66
3067 PNK 67
68
3069 ORG 69
70
3071 BLU 71
72
73
3074 GRN 74 SW GROUND
3075 GRY 75
76
77
78
79
80
81
3082 PNK 82 SW GROUND
3133 GRY 83 DIAGNOSIS
3084 TAN 84 GROUND
RESTRAINT SYSTEM CONTROL MODULE (UNDER CENTER CONSOLE)
1 GRN
2 PNK
3 YEL
4 PNK
12 ORG 3069
C1
15R
SIGNAL
GROUND
1 GRY 2890
3 PNK 2870
4 TAN 2889
C6
1 TAN 802
2 PNK 801
C8
RIGHT ESA CONTROL MODULE (UNDER RIGHT FRONT SEAT)
(PASSENGER HARNESS, UNDER CENTER CONSOLE IN PLASTIC HARNESS CHANNEL)
Z53/9
(BELOW CENTER CONSOLE)
G302
US MODELS
3133 GRY 33
EMERGENCY CALL SYSTEM CONTROL MODULE (TELE AID)
NCA A PNK
NCA B TAN
RIGHT FRONT SEAT BELT BUCKLE SWITCH (IN PASSENGER'S SEAT BELT BUCKLE)
GROUND
BRN 4 TAN
WHT 3 PNK
15R
GRY 1 GRY
FRONT PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ASCR)
GRY A PNK
TAN B GRY
RIGHT REAR SEAT BELT BUCKLE/BELT COMFORT FEATURE SWITCH
BLU A PNK
TAN B GRY
LEFT REAR SEAT BELT BUCKLE/BELT COMFORT FEATURE SWITCH
(PASSENGER HARNESS, UNDER LEFT FRONT SEAT, NEAR BREAKOUT FOR GROUND G300)
Z51/9
(UNDER LEFT FRONT SEAT)
G300
142251

Fig. 69: Air Bag System Wiring Diagram (2001 ML320 & ML430 With Memory Seats-2 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

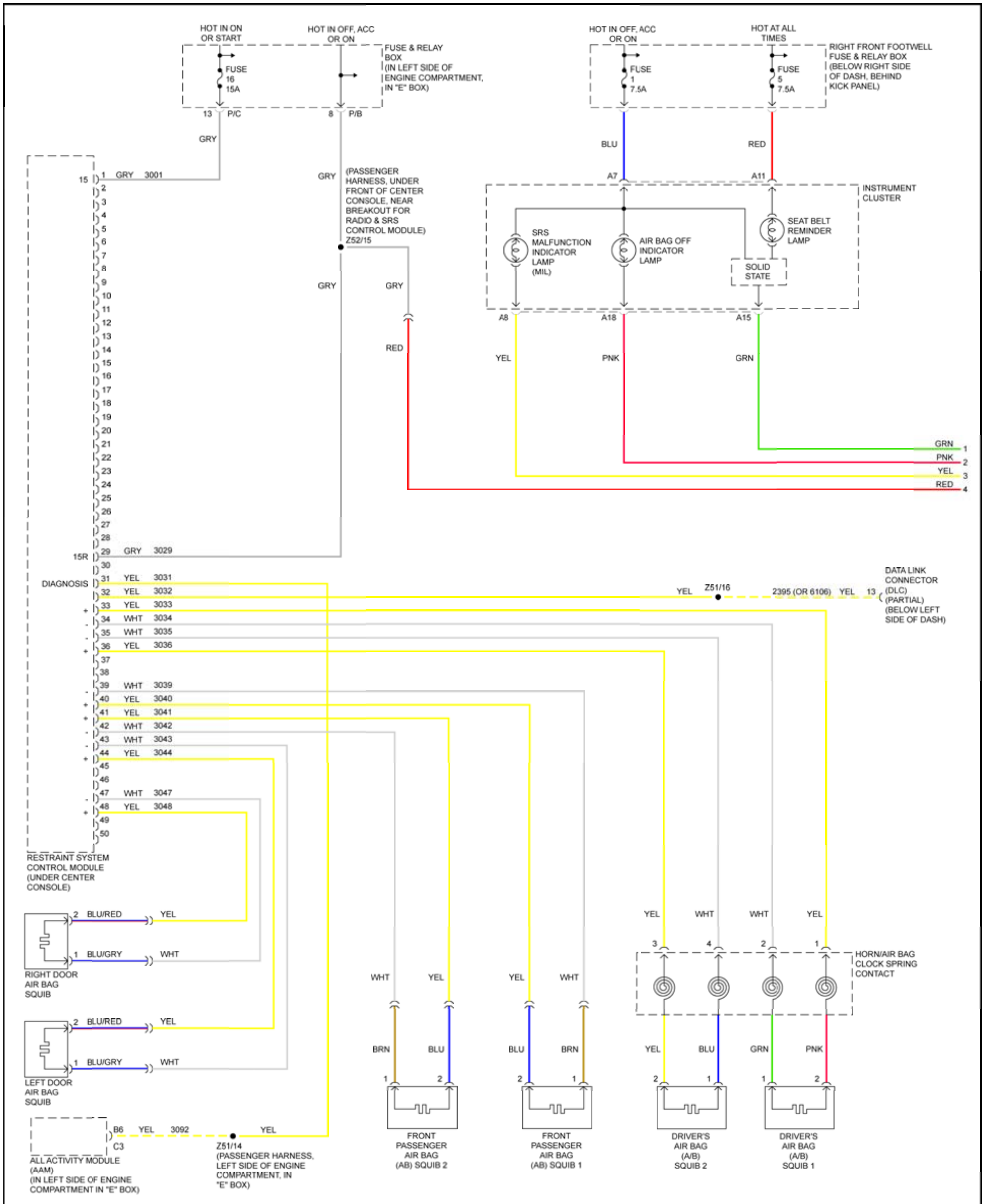
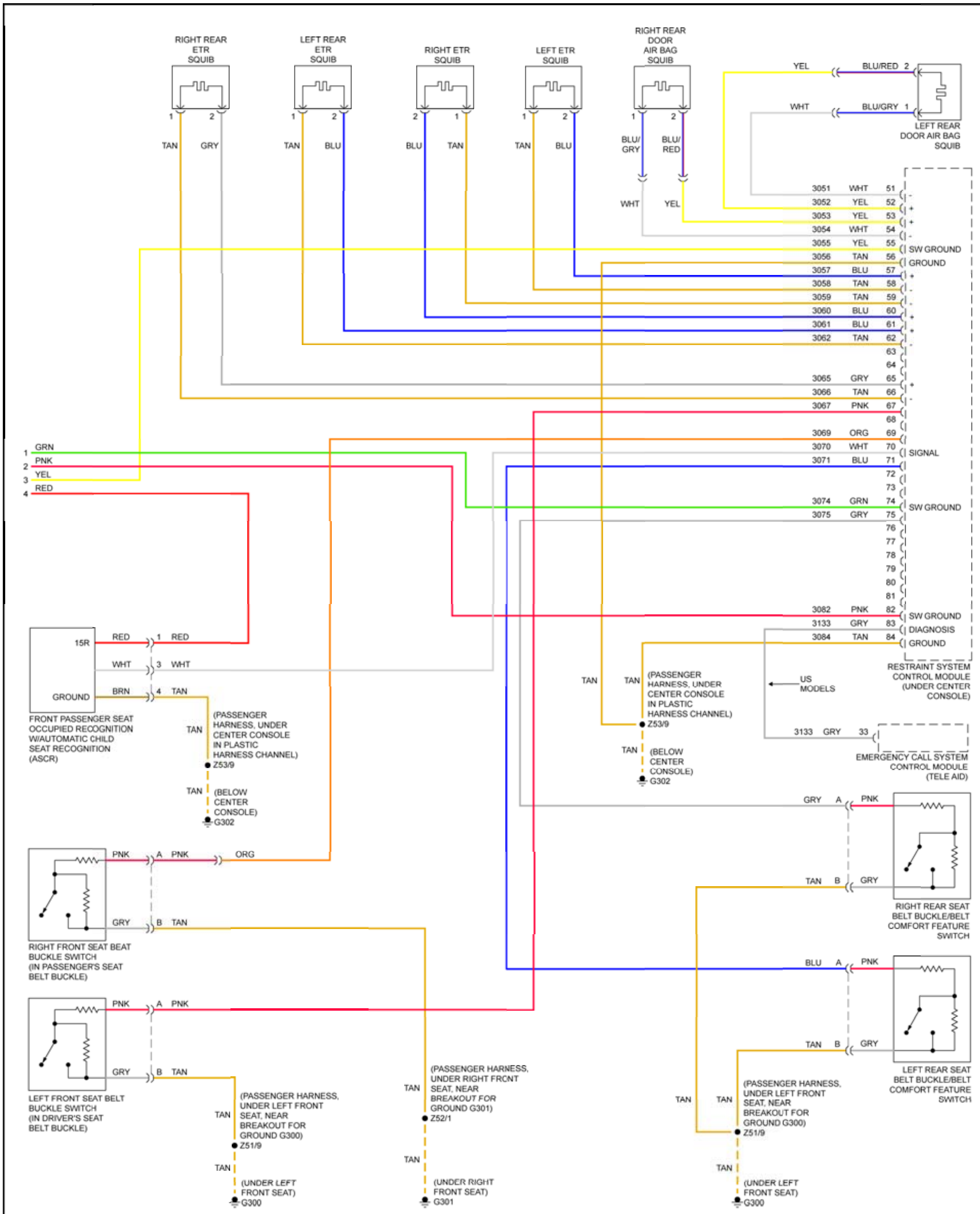
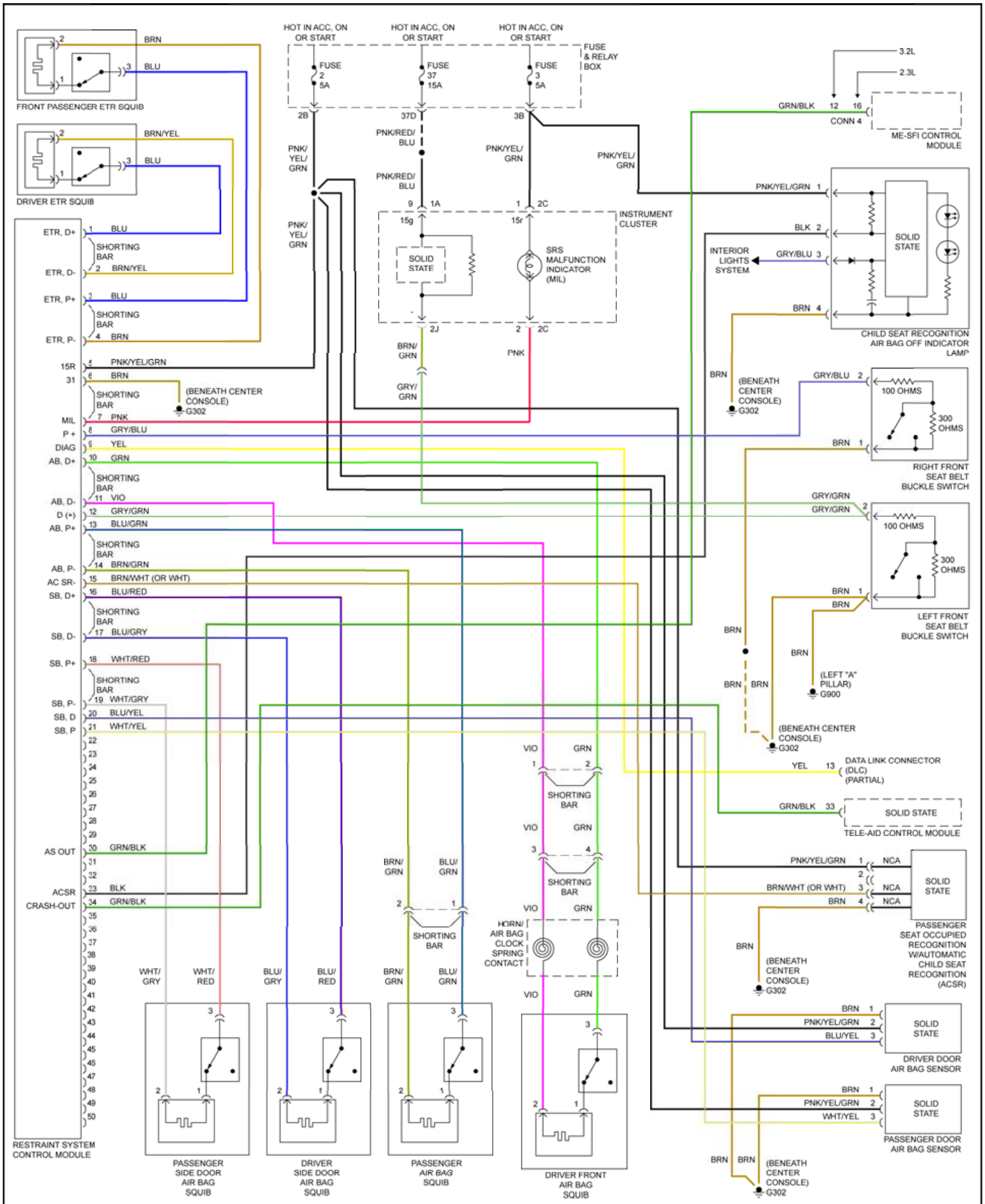

HOT IN ON OR START
HOT IN OFF, ACC OR ON
FUSE 16 15A
FUSE & RELAY BOX (IN LEFT SIDE OF ENGINE COMPARTMENT, IN "E" BOX)
HOT IN OFF, ACC OR ON
HOT AT ALL TIMES
FUSE 1 7.5A
FUSE 5 7.5A
RIGHT FRONT FOOTWELL FUSE & RELAY BOX (BELOW RIGHT SIDE OF DASH, BEHIND KICK PANEL)
(PASSENGER HARNESS, UNDER FRONT OF CENTER CONSOLE, NEAR BREAKOUT FOR RADIO & SRS CONTROL MODULE) Z52/15
INSTRUMENT CLUSTER
SRS MALFUNCTION INDICATOR LAMP (MIL)
AIR BAG OFF INDICATOR LAMP
SEAT BELT REMINDER LAMP
SOLID STATE
DIAGNOSIS
RESTRAINT SYSTEM CONTROL MODULE (UNDER CENTER CONSOLE)
DATA LINK CONNECTOR (DLC) (PARTIAL) (BELOW LEFT SIDE OF DASH)
Z51/16
2395 (OR 6106)
RIGHT DOOR AIR BAG SQUIB
LEFT DOOR AIR BAG SQUIB
HORN/AIR BAG CLOCK SPRING CONTACT
FRONT PASSENGER AIR BAG (AB) SQUIB 2
FRONT PASSENGER AIR BAG (AB) SQUIB 1
DRIVER'S AIR BAG (A/B) SQUIB 2
DRIVER'S AIR BAG (A/B) SQUIB 1
ALL ACTIVITY MODULE (AAM) (IN LEFT SIDE OF ENGINE COMPARTMENT IN "E" BOX)
Z51/14 (PASSENGER HARNESS, LEFT SIDE OF ENGINE COMPARTMENT, IN "E" BOX)
142239

Fig. 70: Air Bag System Wiring Diagram (2001 ML320 & ML430 Without Memory Seats-1 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.



RIGHT REAR ETR SQUIB
LEFT REAR ETR SQUIB
RIGHT ETR SQUIB
LEFT ETR SQUIB
RIGHT REAR DOOR AIR BAG SQUIB
LEFT REAR DOOR AIR BAG SQUIB
3051 WHT 51
3052 YEL 52
3053 YEL 53
3054 WHT 54
3055 YEL 55 SW GROUND
3056 TAN 56 GROUND
3057 BLU 57
3058 TAN 58
3059 TAN 59
3060 BLU 60
3061 BLU 61
3062 TAN 62
3065 GRY 65
3066 TAN 66
3067 PNK 67
3069 ORG 69
3070 WHT 70 SIGNAL
3071 BLU 71
3074 GRN 74 SW GROUND
3075 GRY 75
3082 PNK 82 SW GROUND
3133 GRY 83 DIAGNOSIS
3084 TAN 84 GROUND
RESTRAINT SYSTEM CONTROL MODULE (UNDER CENTER CONSOLE)
US MODELS
3133 GRY 33
EMERGENCY CALL SYSTEM CONTROL MODULE (TELE AID)
FRONT PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ASCR)
15R
GROUND
(PASSENGER HARNESS, UNDER CENTER CONSOLE IN PLASTIC HARNESS CHANNEL) Z53/9
(BELOW CENTER CONSOLE) G302
RIGHT FRONT SEAT BEAT BUCKLE SWITCH (IN PASSENGER'S SEAT BELT BUCKLE)
LEFT FRONT SEAT BELT BUCKLE SWITCH (IN DRIVER'S SEAT BELT BUCKLE)
(PASSENGER HARNESS, UNDER LEFT FRONT SEAT, NEAR BREAKOUT FOR GROUND G300) Z51/9
(UNDER LEFT FRONT SEAT) G300
(PASSENGER HARNESS, UNDER RIGHT FRONT SEAT, NEAR BREAKOUT FOR GROUND G301) Z52/1
(UNDER RIGHT FRONT SEAT) G301
RIGHT REAR SEAT BELT BUCKLE/BELT COMFORT FEATURE SWITCH
LEFT REAR SEAT BELT BUCKLE/BELT COMFORT FEATURE SWITCH
142240

Fig. 71: Air Bag System Wiring Diagram (2001 ML320 & ML430 Without Memory Seats-2 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.



FRONT PASSENGER ETR SQUIB
DRIVER ETR SQUIB
HOT IN ACC, ON OR START
FUSE 2 5A
FUSE 37 15A
FUSE 3 5A
FUSE & RELAY BOX
INSTRUMENT CLUSTER
SOLID STATE
SRS MALFUNCTION INDICATOR (MIL)
ME-SFI CONTROL MODULE
CHILD SEAT RECOGNITION AIR BAG OFF INDICATOR LAMP
INTERIOR LIGHTS SYSTEM
RIGHT FRONT SEAT BELT BUCKLE SWITCH
LEFT FRONT SEAT BELT BUCKLE SWITCH
DATA LINK CONNECTOR (DLC) (PARTIAL)
TELE-AID CONTROL MODULE
PASSENGER SEAT OCCUPIED RECOGNITION W/AUTOMATIC CHILD SEAT RECOGNITION (ACSR)
DRIVER DOOR AIR BAG SENSOR
PASSENGER DOOR AIR BAG SENSOR
RESTRAINT SYSTEM CONTROL MODULE
PASSENGER SIDE DOOR AIR BAG SQUIB
DRIVER SIDE DOOR AIR BAG SQUIB
PASSENGER AIR BAG SQUIB
DRIVER FRONT AIR BAG SQUIB
HORN/ AIR BAG CLOCK SPRING CONTACT
SHORTING BAR
(BENEATH CENTER CONSOLE) G302
(LEFT "A" PILLAR) G900
ETR, D+
ETR, D-
ETR, P+
ETR, P-
MIL
P +
DIAG
AB, D+
AB, D-
D (+)
AB, P+
AB, P-
AC SR-
SB, D+
SB, D-
SB, P+
SB, P-
SB, D
SB, P
AS OUT
ACSR
CRASH-OUT
100 OHMS
300 OHMS
3.2L
2.3L
CONN 4
142260

Fig. 72: Air Bag System Wiring Diagram (2001 SLK230 & SLK 320)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.

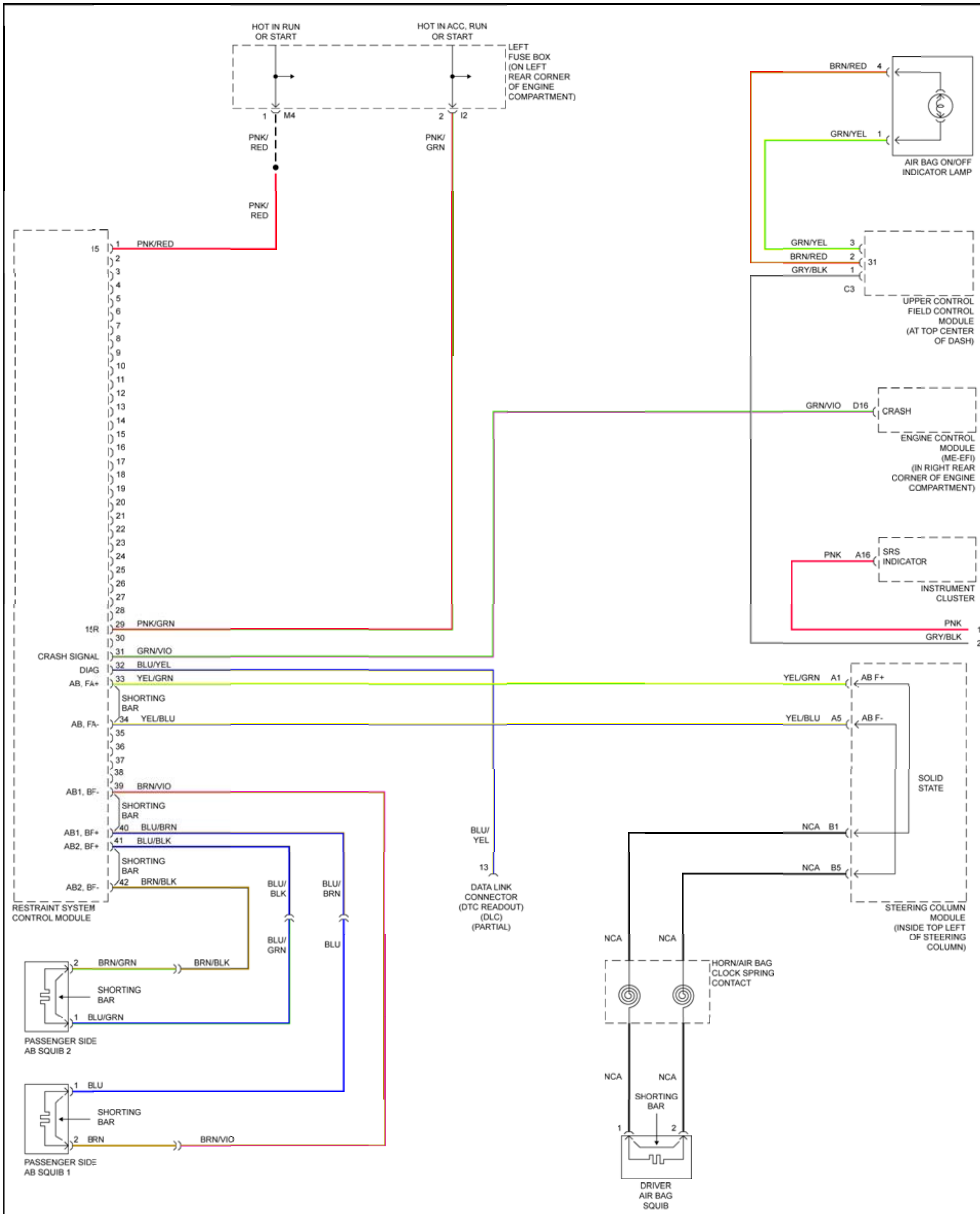
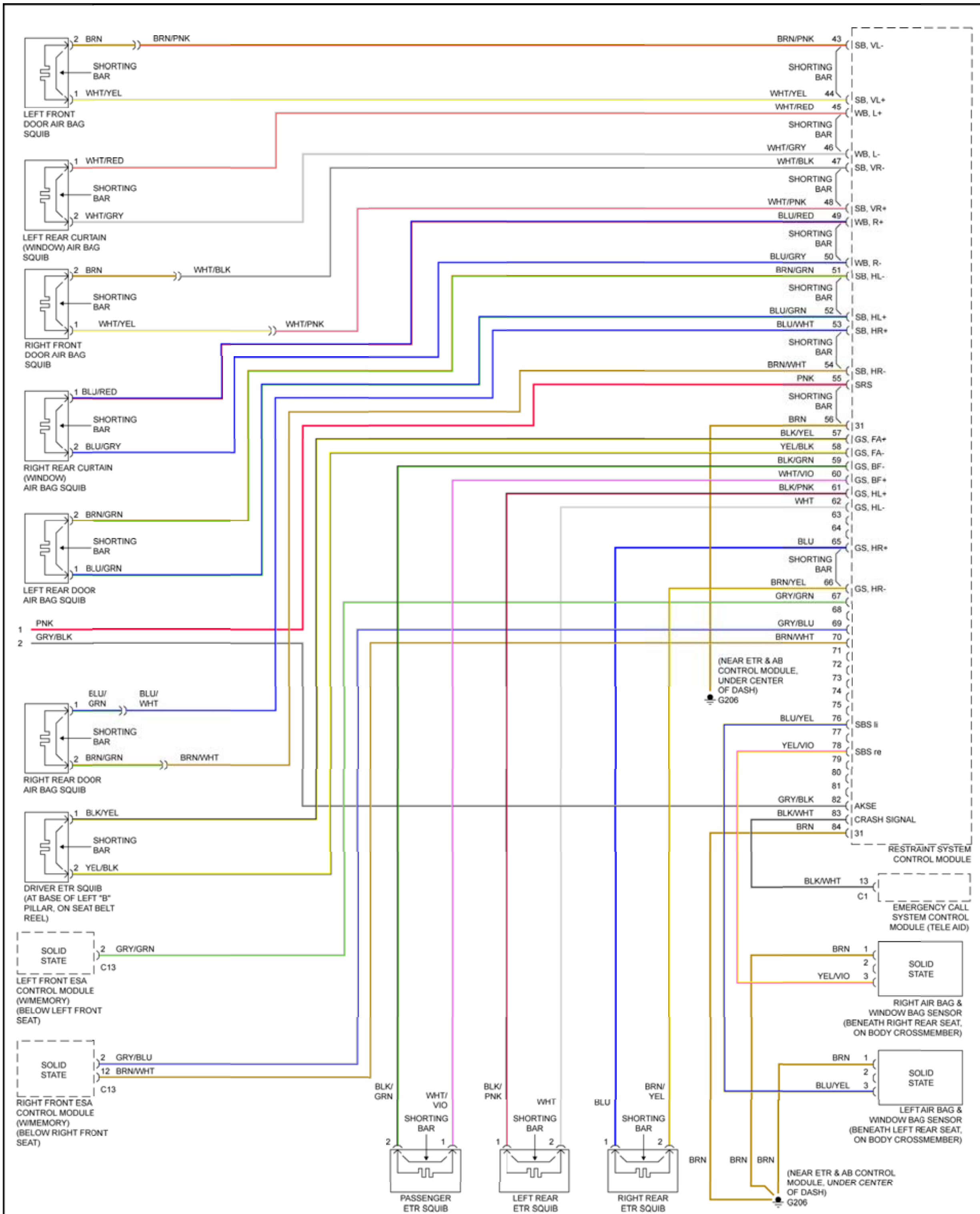

HOT IN RUN OR START
HOT IN ACC, RUN OR START
LEFT FUSE BOX (ON LEFT REAR CORNER OF ENGINE COMPARTMENT)
AIR BAG ON/OFF INDICATOR LAMP
UPPER CONTROL FIELD CONTROL MODULE (AT TOP CENTER OF DASH)
CRASH
ENGINE CONTROL MODULE (ME-EFI) (IN RIGHT REAR CORNER OF ENGINE COMPARTMENT)
SRS INDICATOR
INSTRUMENT CLUSTER
CRASH SIGNAL
DIAG
SHORTING BAR
SOLID STATE
RESTRAINT SYSTEM CONTROL MODULE
DATA LINK CONNECTOR (DTC READOUT) (DLC) (PARTIAL)
STEERING COLUMN MODULE (INSIDE TOP LEFT OF STEERING COLUMN)
HORN/AIR BAG CLOCK SPRING CONTACT
PASSENGER SIDE AB SQUIB 2
PASSENGER SIDE AB SQUIB 1
DRIVER AIR BAG SQUIB
127581

Fig. 73: Air Bag System Wiring Diagram (2001 S430 & S500-1 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.



LEFT FRONT DOOR AIR BAG SQUIB
LEFT REAR CURTAIN (WINDOW) AIR BAG SQUIB
RIGHT FRONT DOOR AIR BAG SQUIB
RIGHT REAR CURTAIN (WINDOW) AIR BAG SQUIB
LEFT REAR DOOR AIR BAG SQUIB
RIGHT REAR DOOR AIR BAG SQUIB
DRIVER ETR SQUIB (AT BASE OF LEFT "B" PILLAR, ON SEAT BELT REEL)
SHORTING BAR
SOLID STATE
LEFT FRONT ESA CONTROL MODULE (W/MEMORY) (BELOW LEFT FRONT SEAT)
RIGHT FRONT ESA CONTROL MODULE (W/MEMORY) (BELOW RIGHT FRONT SEAT)
C13
PASSENGER ETR SQUIB
LEFT REAR ETR SQUIB
RIGHT REAR ETR SQUIB
RESTRAINT SYSTEM CONTROL MODULE
EMERGENCY CALL SYSTEM CONTROL MODULE (TELE AID)
C1
RIGHT AIR BAG & WINDOW BAG SENSOR (BENEATH RIGHT REAR SEAT, ON BODY CROSSMEMBER)
LEFT AIR BAG & WINDOW BAG SENSOR (BENEATH LEFT REAR SEAT, ON BODY CROSSMEMBER)
(NEAR ETR & AB CONTROL MODULE, UNDER CENTER OF DASH) G206
SB, VL-
SB, VL+
WB, L+
WB, L-
SB, VR-
SB, VR+
WB, R+
WB, R-
SB, HL-
SB, HL+
SB, HR+
SB, HR-
SRS
31
GS, FA+
GS, FA-
GS, BF-
GS, BF+
GS, HL+
GS, HL-
GS, HR+
GS, HR-
SBS li
SBS re
AKSE
CRASH SIGNAL
BRN/PNK
WHT/YEL
WHT/RED
WHT/GRY
WHT/BLK
WHT/PNK
BLU/RED
BLU/GRY
BRN/GRN
BLU/GRN
BLU/WHT
BRN/WHT
PNK
BRN
BLK/YEL
YEL/BLK
BLK/GRN
WHT/VIO
BLK/PNK
WHT
BLU
BRN/YEL
GRY/GRN
GRY/BLU
BLU/YEL
YEL/VIO
GRY/BLK
BLK/WHT
127582

Fig. 74: Air Bag System Wiring Diagram (2001 S430 & S500-2 Of 2)
Courtesy of MERCEDES-BENZ OF NORTH AMERICA.